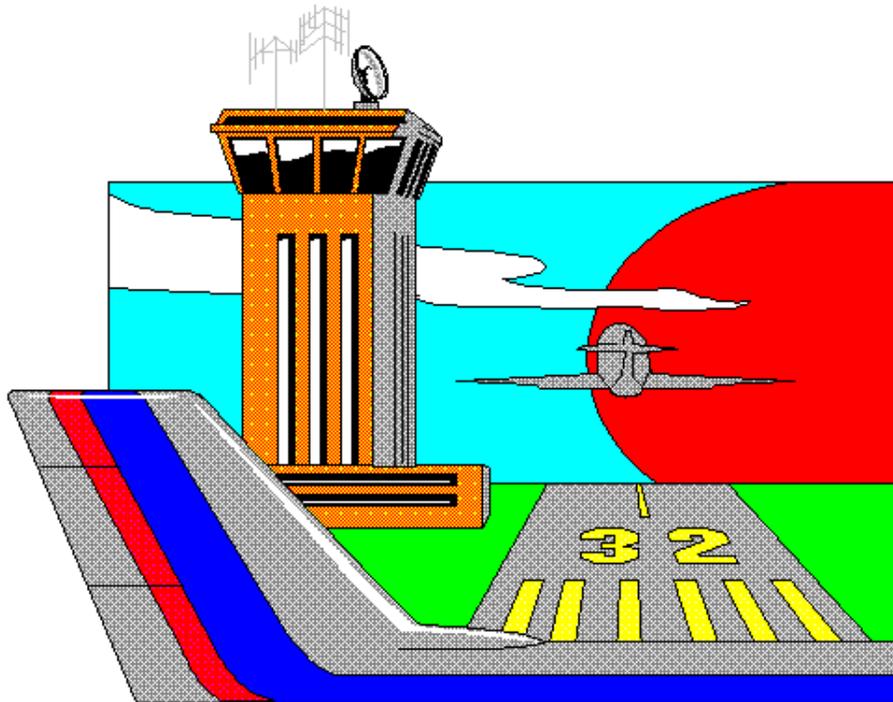




U.S. Department
of Transportation
**Federal Aviation
Administration**

REPORT TO CONGRESS
FIFTEENTH ANNUAL
REPORT OF ACCOMPLISHMENTS
UNDER THE
AIRPORT IMPROVEMENT PROGRAM

FISCAL YEAR 1996



WASHINGTON, DC

DECEMBER 1997

**REPORT OF THE SECRETARY OF
TRANSPORTATION TO THE
UNITED STATES CONGRESS
PURSUANT TO SECTION 47131
OF TITLE 49,
UNITED STATES CODE**



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FOREWORD

This annual report of the Airport Improvement Program (AIP) for the fiscal year (FY) ending September 30, 1996, is the 15th report of activity required by Section 47131 of Title 49, United States Code.[‡] The current grant program, known as the Airport Improvement Program, was established by the Airport and Airway Improvement Act of 1982. It authorized funding for the AIP from the Airport and Airway Trust Fund for airport development, airport planning, and noise compatibility planning and programs.



Along with meeting statutory requirements, this report will attempt to focus the attention of its readers on the goals the Federal Aviation Administration (FAA) is striving to meet with the AIP. It also details the mechanics of administration of the AIP and the methods used to accomplish these objectives.

The report includes narrative pertaining to the Passenger Facility Charge (PFC) program to highlight the increasing importance of the PFC revenue stream in the financing of airport improvements.

This report also describes management initiatives being taken to make the administration of the airport financial assistance programs more effective. These initiatives include the use of investment criteria, implementation of a revised priority system, movement toward greater use of benefit and cost-analysis techniques, development of AIP performance goals and measurement of accomplishments, and the use of the Airport Capital Improvement Plan to identify future airport development needs. Future annual reports to Congress will provide additional information on FAA's application of these initiatives and their impacts.

[‡]Under Public Law 103-272 (July 5, 1994), the Airport and Airway Improvement Act of 1982 and other transportation laws were consolidated in a new Codification of Certain Transportation Laws as Title 49, United States Code.

The enactment of the AIP Temporary Extension Act of 1994 on May 26, 1994, and the Federal Aviation Administration Authorization Act of 1994 (FAA Authorization Act) extended authority to award grants through FY 1996. The 1994 AIP Temporary Extension Act also instituted a number of changes in the allocation of AIP funds. The primary changes included: reduction of the set-aside for reliever airports from 10 percent to 5 percent and for nonprimary commercial service airports from 2.5 percent to 1.5 percent; an increase in the set-aside for integrated airport system planning from 0.5 percent to 0.75 percent; an increase in the minimum entitlement for primary airports from \$400,000 to \$500,000; expansion of the eligibility of terminal development to include reliever airports; and authority for use of *discretionary* funds for terminals at nonhub primary airports.

Also included in the 1994 AIP Temporary Extension Act were two important provisions affecting the distribution of AIP funds. The first established a cap on the total amount of passenger and cargo apportionments at 44 percent of the total of AIP if any other legislation makes less than \$1,900 million AIP funds available for that fiscal year. The second guaranteed a minimum of \$325 million in discretionary funds and required all apportionments (except the alternative apportionment for Alaska) and all set-asides be reduced by the same percentage if necessary to achieve this amount.

The FAA Authorization Act included several other provisions that change the way AIP can be administered. The major changes included the following: an increase from 12 to 15 in the number of airports which may be designated to participate in the Military Airport Program; permission for States to sponsor diverse work items for one or more airports; eligibility under the AIP for universal access control systems and explosives detection devices; the establishment of uniform percentages for the Federal share for all types of development and planning, based on airport size (75 percent for large and medium hubs; 90 percent for all others) except at large and medium hub airports where noise projects are still to be funded at 80 percent; and, with regard to letters of intent, authority to include use of current year funds in establishing the total project commitment and the period of duration.

The FAA Authorization Act also affected the PFC Program. New provisions allow PFC collections to be used to comply with the requirements of the Americans with Disabilities Act of 1990, the Clean Air Act, and the Federal Water Pollution Control Act. Another provision stipulates that PFC projects may be approved only if the project has been adequately justified in the PFC application. The Act also required a study to document the ef-

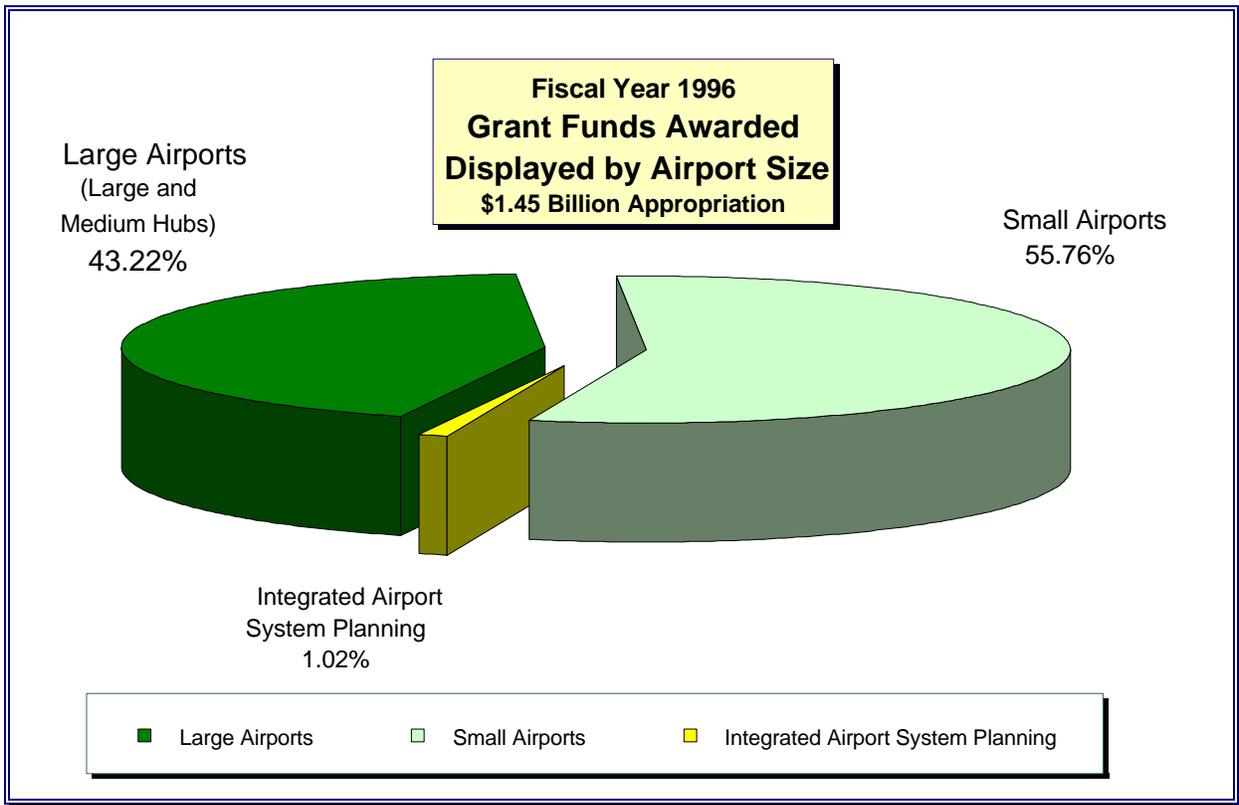
fectiveness of accounting for PFC collections and prohibited PFC collection on free travel by passengers using frequent flyer awards.

In FY 1996, new AIP grants amounting to nearly \$1,380 million were awarded in 941 projects. Table F-1 depicts the new grants awarded for the various funding categories. When combined with *amendments to previously awarded grants*, the total amount of obligated funds for the year was slightly more than \$1,506 million.

Table F-1 FY 1996 Summary				
Funding Category	Grants Awarded	Percentage of Total	Grant Amounts	Percentage of Total
Large Airports				
Primary Large Hub Airports	72	7.65%	\$357,672,104	25.92%
Primary Medium Hub Airports	70	7.44%	\$238,772,222	17.30%
Large Airports Subtotal	142	15.09%	\$596,444,326	43.22%
Small Airports				
Primary Small Hub Airports	113	12.01%	\$195,605,389	14.18%
Primary Nonhub Airports	251	26.67%	\$234,677,636	17.01%
Nonprimary Commercial Service Airports	30	3.19%	\$27,276,607	1.98%
Reliever Airports	73	7.76%	\$104,711,722	7.59%
Other General Aviation Airports	263	27.95%	\$146,309,159	10.60%
State Block Grant Program	14	1.49%	\$60,769,221	4.40%
Small Airports Subtotal	744	79.07%	\$769,349,734	55.76%
Integrated Airport System Planning				
States and Planning Agencies	55	5.84%	\$14,093,561	1.02%
Totals	941	100.00%	\$1,379,887,621	100.00%

The data shown in Table F-1 is arrayed to depict the number and amount of grants awarded to large and small airports. Integrated Airport System Planning was displayed separately since it applies to both categories. The data shows that a significant number of the grants and more than one half of the grant funds went to small airports. Figure F-1 depicts this consolidated funding distribution.

Figure F-1 FY 1996 Summary



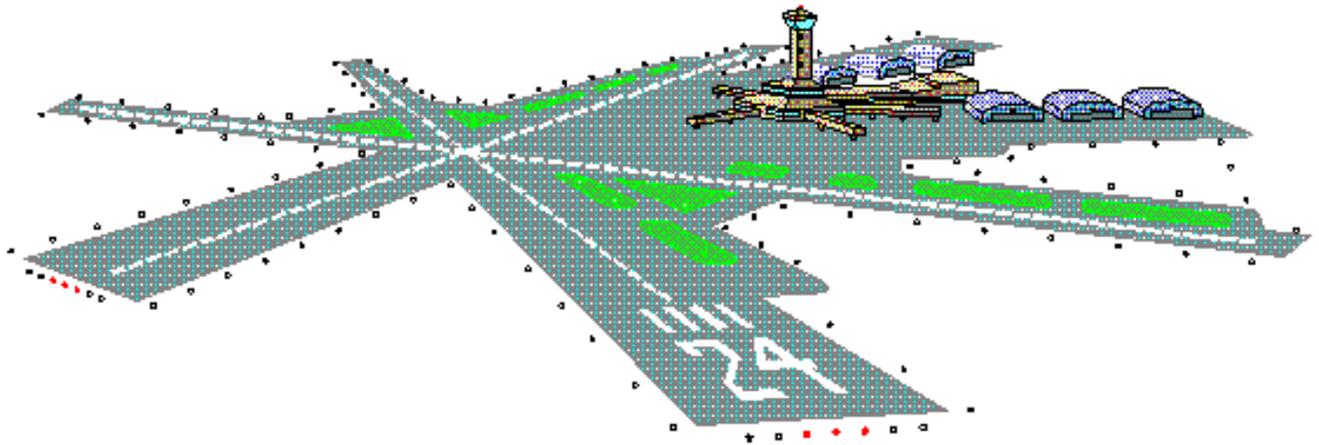
During the 15 years of AIP, 17,507 grants have been awarded for a total of nearly \$19,006 million. Figures B-1 and B-2 in Appendix B show, by airport funding category, the cumulative number of grants awarded and the cumulative amounts of funds associated with these grants. Table B-1 shows the types of airport development and planning grants plus the AIP funds associated with these grants over the life of the AIP.

FIFTEENTH ANNUAL REPORT OF ACCOMPLISHMENTS UNDER THE AIRPORT IMPROVEMENT PROGRAM

OVERVIEW

Section 47131 of Title 49 United States Code requires the Secretary of Transportation to submit an annual report to Congress describing the accomplishments of the airport grant program. This report covers activities for the fiscal year ending September 30, 1996.

INTRODUCTION



The Airport Improvement Program (AIP) and the Passenger Facility Charge (PFC) Program are administered in the Federal Aviation Administration (FAA) by the Office of the Associate Administrator for Airports. The Airports organization is composed of staffs in the headquarters and nine regional Airports divisions, six of which have district and field offices. The headquarters staff develops policy for the effective utilization of AIP funds and provides technical, planning, and administrative guidance to the other Airports offices. Most of the day-to-day decisionmaking for AIP project formulation is delegated to the regional, district, or field level. The managers and their staffs have diverse backgrounds, including many with expertise in planning, engineering, accounting, and administrative functions. Together, this team of Airports professionals consistently

manages the AIP funds made available each year by Congress. Authority to approve many PFC applications was delegated to FAA's regions beginning in FY 1997. Moreover, field input is vital to the headquarters staff for approval of collections and use of PFC's for those decisions retained by headquarters.

The administration of the AIP is complicated by the dictates of formulas and program set-asides contained in legislation. Decisions on distribution of funds are made at headquarters, with significant input by subordinate offices. Projects identified for receipt of funds are carefully scrutinized to ensure they are justified based on aeronautical demand. They must also meet established selection criteria established by Congress in enabling legislation. These mandates are further refined by the headquarters' Airports organization and disseminated to the field through program guidance and design criteria. Adherence to these directives is monitored to ensure conformity and consistency nationwide.

Although past actions employed to administer the AIP have been highly successful, the Airports organization continues to seek opportunities for improvement. Currently, there is an effort to define existing and future aeronautical needs more clearly. One tool being refined with use is the Airport Capital Improvement Plan (ACIP). This tool provides a better selection process for distribution of AIP funds to the projects that have the greatest potential for improving the national system of airports. Other initiatives being considered to improve project evaluation and funding decisions further include the use of financial analysis techniques. Although they have been used to a limited degree in the past, these initiatives are expected to be more significant in future years. A summary of these initiatives is discussed later in this report.

HISTORY IN THE MAKING

May 13, 1946, was the date on which President Truman signed the Federal Airport Act of 1946. This Act established a Federal airport grants-in-aid program known as the Federal Aid to Airports Program (FAAP). The Act's goal was to promote the development of a civil system of airports nationwide. Funds were appropriated from the general fund of the Treasury. From this beginning 50 years ago, the Nation's airports have benefited through the infusion of Federal funds to augment local resources.



Activities related to commemoration of the 50th year of authority to provide Federal assistance to airports were held during calendar year 1996. These activities focused attention on accomplishments, recognition of former and current employees, and directions for the future. An event held during the summer recognized some of these aviation grant pioneers and identified how their contributions have benefited civil aviation. Much credit for the successes through the years is due to all the dedicated individuals involved in administration of airport grant programs since the beginning of the FAAP in 1946.

The FAAP remained in place until replaced in 1970 by the Airport and Airway Development Act of 1970. Concurrently, Congress established a system of aviation excise taxes and the Airport and Airway Trust Fund to which the taxes are credited. All airport planning and development grant funds since that time, including those granted since fiscal year 1982 under the AIP, are derived from the Trust Fund, and not from the general fund of the U.S. Treasury.

POLICY

The highest aviation priority of the United States is the safe operation of the airport and airway system. In the administration of the AIP, the FAA supports this policy by giving the highest priority to projects that enhance the safety of our airport system. Other major policy objectives are advanced by assigning high priority in the award of AIP funds to projects that maintain current airport infrastructure and increase the capacity of facilities to accommodate growing passenger and cargo traffic. The United States aviation policies are strengthened by statutory provisions which direct specific funding resources to help minimize current and projected noise impacts; convert available former military air bases to civil use; identify active military bases where civil and military joint-use is appropriate and provide funds for civilian facilities; and develop a system of reliever airports for the relief of congestion at commercial service airports.

Section 47103 of Title 49 U.S.C. requires the Secretary of Transportation to publish a national plan for the development of public-use airports in the United States. This plan, the National Plan of Integrated Airport Systems (NPIAS), lists development considered necessary to provide a safe, efficient, and integrated airport system meeting the needs of civil aviation, national defense, and the Postal Service. An airport must be included in this plan to be eligible to receive a grant under the AIP. The latest published edition of the NPIAS covering 1993–1997 was transmitted to Congress on April 7, 1995. The NPIAS data base is updated on a continuing basis. The

NPIAS identifies 3,331 existing airports that are significant to air transportation and includes estimates that \$31 billion in AIP-eligible development will be needed over the next 5 years to meet the needs of all segments of civil aviation.

FY 1996 SUMMARY OF FINANCIAL ASSISTANCE

The amount permitted by Congress to be obligated for awarding grants for FY 1996 was \$1,450 million. However, the FAA is also authorized to obligate funds recovered from downward adjustments to prior year projects to fund new projects and to increase the Federal amount for existing grants. Consequently, in FY 1996, gross AIP obligations amounted to \$1,506.4 million, of which \$1,379.9 million was for 941 new grant agreements and \$126.5 million was for increases in existing grant agreements.

New grants awarded this fiscal year included the following: 506 grants totaling nearly \$1,026.7 million for primary airports; 30 grants totaling slightly more than \$27.3 million for other nonprimary commercial service airports; 73 grants for \$104.7 million for reliever airports; 263 grants for \$146.3 million at general aviation airports; 55 grants for \$14.1 million to conduct integrated airport system planning; and \$60.8 million for 14 State Block Grant Program grants.

There were 80 grants totaling \$187.2 million to achieve noise compatibility. This amount included \$102.5 million for the purchase of noise-impacted land adjacent to airports, \$62.9 million for soundproofing residences and schools, and \$21.8 million for other efforts to reduce adverse impacts of noise.

The following sections outline the general and specific aspects of the administration of the airport grant program. These discussions reflect direction of Congress contained in authorizing legislation. The narrative sections, figures, and tables attempt to place the significance of the FY 1996 program year in better perspective.

AIRPORT IMPROVEMENT PROGRAM

Section 47104 of Title 49 U.S.C. authorizes the Secretary of Transportation to make project grants for airport planning and development under the AIP to maintain a safe and efficient nationwide system of public-use airports that meets both present and future needs of civil aeronautics. AIP grant authority through the end of FY 1996 was provided by the FAA Authorization Act of 1994.

AIRPORT CATEGORIES

The general definition for airport in legislation refers to any area of land or water used or intended to be used for the landing or taking off of aircraft and includes, within the five categories of airports listed below, special types of facilities such as seaplane bases and heliports.

The statute further defines airports by categories which include commercial service, primary, cargo service, reliever, and general aviation airports. They are defined as follows:

- ➔ ***Commercial Service Airports*** are publicly owned airports that have at least 2,500 passenger boardings each year and receive scheduled passenger service. ***Passenger boardings*** refer to revenue passenger boardings on an aircraft in service in air commerce. The definition also includes passengers who continue on an aircraft in international flight that stops at an airport in any of the 50 States for a nontraffic purpose. ***Passenger boardings*** at airports that receive scheduled passenger service are also referred to as ***Enplanements***.
- ◆ ***Nonprimary Commercial Service Airports*** are ***Commercial Service Airports*** that have at least 2,500 and no more than 10,000 passenger boardings each year.
- ◆ ***Primary Airports*** are ***Commercial Service Airports*** that have more than 10,000 passenger boardings each year. These airports are further categorized as ***Hub Airports***, based on the level of ***passenger boardings***. Hub categories for ***Primary Airports*** are defined as a percentage of total ***passenger boardings*** in the most current calendar year ending before the start of the current fiscal year. For FY 1996, calendar year 1994 data is used since the current fiscal year began

9 months after the end of CY 1994. Table 1 depicts the definition and formulae used for designating *Primary Airports* by *Hub Type*:

Table 1 Hubs Defined by Current Boardings	
Airport Hub Type	Percentage of Annual Passenger Boardings (Enplanements)
<i>Large</i>	1% or more
<i>Medium</i>	at least 0.25%, but less than 1%
<i>Small</i>	at least 0.05%, but less than 0.25%
<i>Nonhub</i>	more than 10,000, but less than 0.05%

- *Cargo Service Airports* are airports that, in addition to any other air transportation services that may be available, are served by aircraft providing air transportation of only cargo with a total annual landed weight of more than 100 million pounds. “Landed weight” means the weight of aircraft transporting only cargo in intrastate, interstate, and foreign air transportation.
- *Reliever Airports* are airports designated by the FAA to relieve congestion at a *Commercial Service Airport* and to provide improved general aviation access to the overall community.
- The remaining airports, while not specifically defined in Title 49 U.S.C., are referred to as *General Aviation Airports* and comprise the largest single group of airports in the U.S. airport system.

COLLECTION OF PASSENGER BOARDING AND CARGO DATA

A document, Enplanement and All Cargo Activity, containing annual passenger boardings and revenue cargo data by all-cargo aircraft is published annually by the FAA’s Office of the Associate Administrator for Airports.



(The complete report is available from the Department of Commerce’s National Technical Information Service.) The data in the publication are obtained from the Air Carrier Activity Information System (ACAIS) and are subsequently used to determine formula distributions of annual AIP funds.

Pertinent passenger and cargo data for the period of time relating to FY 1996 is included in this report.

Passenger boarding data is derived from a variety of sources. U.S. scheduled and nonscheduled large certificated air carriers submit passenger boarding data to the Department of Transportation (DOT) on Form 41, Schedule T-100. Foreign flag air carriers submit data to DOT on Form 41, Schedule T-100(F). Commuter and small certificated air carriers submit data to DOT on Form 298-C, Schedule T1 and E1. In addition, FAA conducts an annual survey of air taxi/commercial operators who voluntarily report their nonscheduled activity on FAA Form 1899-31.

For purposes of calculating AIP apportionments to airports, passenger boardings also include those passengers on board international flights that stop at airports located in the 50 States for nontraffic purposes (typically refueling stops). In calendar year 1994, this amounted to 1,363,403 additional passengers at 4 airports. These airports were Honolulu, Hawaii; Bangor, Maine; Anchorage, Alaska; and Bellingham, Washington.

The passenger boarding data obtained from these sources for calendar year 1994 were merged into the ACAIS data base, which was then reviewed



by FAA staff and individual airport operators. Erroneous or inconsistent data were coordinated with the air carriers. If warranted, appropriate revisions were made before the data were finalized. These data were then used to determine formula distributions of funds for FY 1996.

Data from all-cargo carriers were compiled for airports with a minimum of 100 million pounds of cargo aircraft landed weight annually.

The cargo carriers report the landed cargo aircraft weight of all-cargo aircraft to the airport operator, who completes FAA Form 5100-108 and submits it to FAA.

The FAA compiled and merged the data into the ACAIS data base. As with passenger boarding data, the data were then reviewed by FAA staff and individual airport operators. Erroneous or inconsistent data were coordinated with the air carriers. If warranted, appropriate revisions were made before

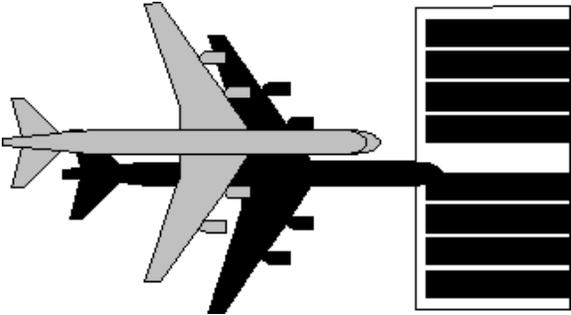
the data were finalized. These data were then used to determine formula distributions of cargo funds for FY 1996.

The data used to determine FY 1996 formula distributions are shown in the following tables (Tables 2, 3, 4, and 5). The data shown in Table 2 include both calendar years 1993 and 1994 for comparison. These totals were used to compute the formula distributions for FY 1995 and FY 1996, respectively.



Table 2 Comparison of Prior Year to Current Year Boardings						
<i>Changes in Passenger Boardings</i>						
Data Used For Determining FY 1995 and FY 1996 Primary Apportionments (By Airport Type, Compared to Previous Year)						
Airport Types	CY 1993 Airports	CY 1994 Airports	Percent Change	CY 1993 Boardings	CY 1994 Boardings	Percent Change
Primary, Large Hub	27	29	7.41%	341,729,124	380,292,229	11.28%
Primary, Medium Hub	38	40	5.26%	118,290,399	126,220,983	6.70%
Primary, Small Hub	83	71	-14.46%	49,045,057	44,941,969	-8.37%
Primary, Nonhub	269	281	4.46%	18,193,093	20,396,930	12.11%
Subtotal Primary	417	421	0.96%	527,257,673	571,852,111	8.46%
Nonprimary, Other Commercial Service	149	154	3.36%	726,543	756,534	4.13%
Other Than Commercial Service	1,137	1317	15.83%	936,280	967,314	3.31%
Total	1,703	1,892	11.10%	528,920,496	573,575,959	8.44%

As shown above, there was a significant (>8 percent) increase in passenger boardings and an increase in primary commercial service and total airports.

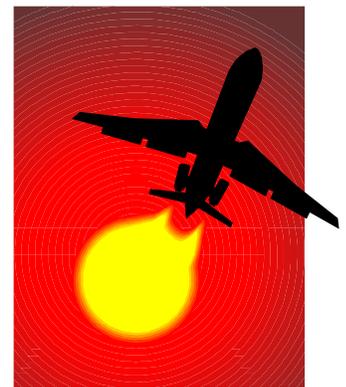
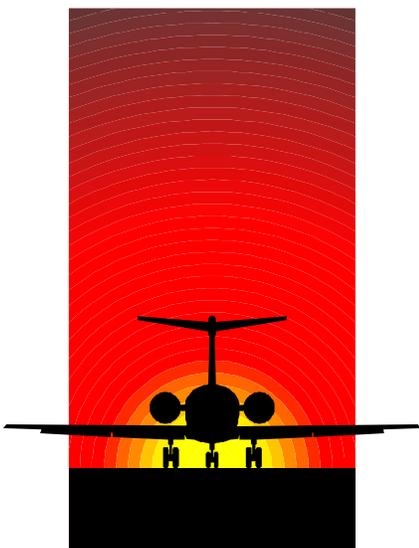


The greatest increase in qualifying airports was in the other than commercial service airport category. The greatest increase in passenger boardings was in the nonhub primary airport category, followed closely by large hub airports.

Table 3 focuses on the breakdown of the passenger boarding data as it applies to the FY 1996 designation of commercial service airports.

Table 3 Application of Formulae to Current Year Boardings to Determine Hubs				
<i>Commercial Service Airports Primary and Nonprimary Hub Categories</i> Based on CY 1994 Total Passenger Boardings of 573,575,959 Data Used For Determining FY 1996 Primary Apportionments				
Type Commercial Service Airports	CY 1994	Formula	Lower Limit	Upper Limit
Primary, Large Hub	29	1.0% or more	5,735,760	NA*
Primary, Medium Hub	40	at least 0.25%, but less than 1.0%	1,433,940	5,735,759
Primary, Small Hub	71	at least 0.05%, but less than 0.25%	286,788	1,433,939
Primary, Nonhub	281	more than 10,000, but less than 0.05%	10,001	286,787
Nonprimary, Other Commercial Service	154	at least 2,500, and no more than 10,000	2,500	10,000
Total	575			
88% of Passengers are Boarded at the Top 69 Airports (Large and Medium Hubs)				

* The most passengers boardings reported by a single airport was 31,285,725 at Chicago O'Hare International



The data in Table 4 show how the passenger boardings were distributed between various types of operations.

Table 4 Passenger Boardings					
<i>Passenger Boardings Data by Type of Operation</i> Based on CY 1994 Total Passenger Boardings of 573,575,959 Data Used For Determining FY 1996 Primary Apportionments					
Type Operations	Passenger Boardings	Percent of Total	Type Operations	Passenger Boardings	Percent of Total
Air Taxi Operators	756,142	0.13%	Domestic	526,166,955	91.73%
Commuter Carriers	39,061,255	6.81%	International	47,409,004	8.27%
Large Certificated Carriers	509,670,647	88.86%	Total	573,575,959	100.00%
Foreign Flag Carriers	22,724,512	3.96%	Scheduled	559,556,229	97.56%
Intransit Operations	1,363,403	0.24%	Non-Scheduled	14,019,730	2.44%
Total	573,575,959	100.00%	Total	573,575,959	100.00%

Pertinent cargo data for the current fiscal year are included in Table 5 below.

Table 5 Cargo Aircraft Landed Weight
<p align="center">CARGO AIRPORTS ACTIVITY Based on CY 1994 Landed Weight Data Used For Determining FY 1996 Cargo Apportionments</p>
There were 101 Qualifying Cargo Airports
They recorded a Total Cargo Aircraft Landed Weight of 111 Billion Pounds
Four New Airports Qualified this Fiscal Year
One airport that qualified in prior years did not qualify this Fiscal Year
There was a 14.5% Growth in Total Cargo Aircraft Landed Weight this Fiscal Year



ANNUAL AUTHORIZATION

Historical AIP authorization levels from FY 1982 through FY 1996, and the authorized level for FY 1996 are shown in Figure 1 as follows:

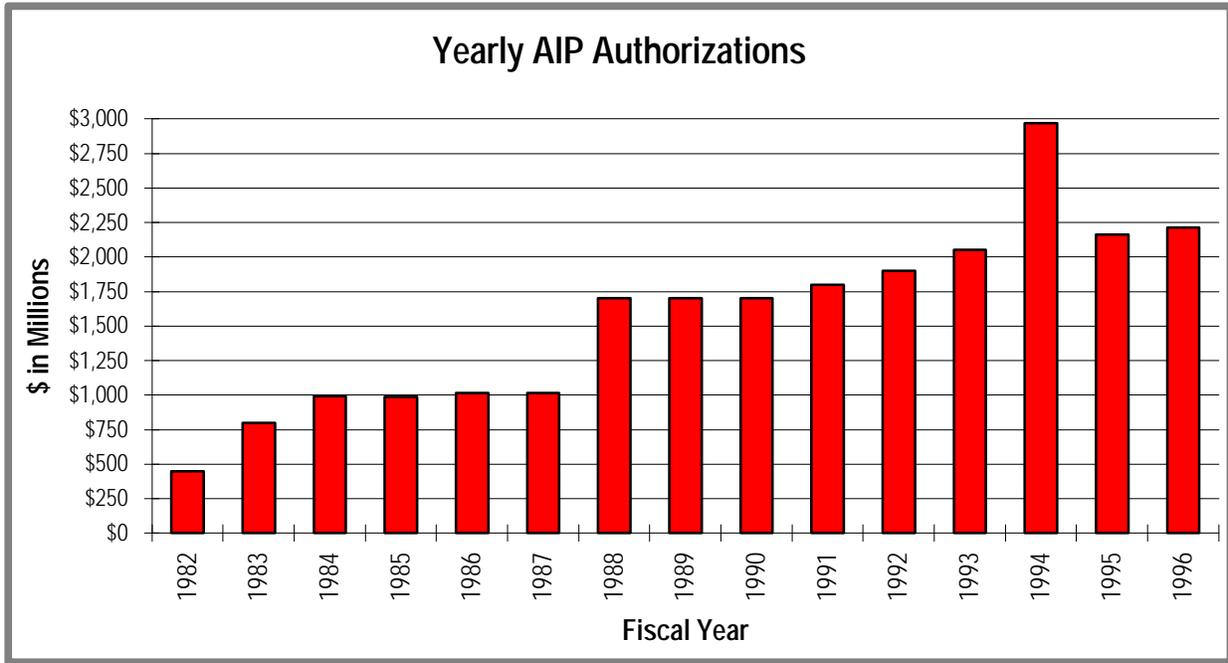
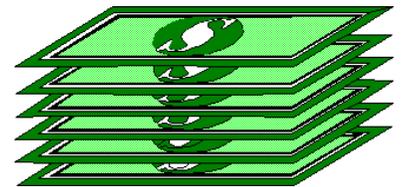


Figure 1 Annual Airport Improvement Program Authorizations

As shown, the amounts authorized for the AIP rose from \$450 million in FY 1982 to \$2,970 million in FY 1994[§] and declined to \$2,160 million in FY 1996. However, Congress generally limits annual obligations to less than that authorized. Thus, the amounts available for obligation rose from \$450 million in FY 1982 to \$1,900 million in FY 1992, then fell to \$1,800 million in FY 1993, to \$1,690 million in FY 1994, \$1,450 million in FY 1995, and \$1,450 million in FY 1996.



[§] According to the Office of Management and Budget, with concurrence by the Congressional Budget Office, the total amount authorized in fiscal year 1994 was \$2.97 billion, even though it appeared that \$2.161 billion was the amount authorized. This was due to the combination of the lapse of authority of AIP after fiscal year 1993 and the amendments extending the program in May 1994 and August 1994.

The amounts available for obligation fall into two basic categories: apportioned funds and discretionary funds. Funds apportioned to airports may generally be used for any eligible airport planning or development; other funds are approved by the FAA for use on projects after consideration of project priority and other selection criteria.

DISTRIBUTION OF APPORTIONED FUNDS

Statutory provisions require that AIP funds be apportioned by formula each year to specific airports or types of airports. Such funds are available to airports in the year they are first apportioned and they remain available for the two fiscal years immediately following.

Among the recipients of apportioned funds are primary airports, cargo service airports, States and insular areas, and Alaska.

In FY 1996, legislation provided that not more than 49.5 percent (including 3.5 percent for cargo) of the annual amount made available for obligation could be apportioned to primary and cargo service airports. Moreover, because an amount less than \$1.9 billion was made available for obligation under AIP, not more than 44 percent (including 3.5 percent for cargo) could be apportioned to these airports in accordance with section 47114 of Title 49 U.S.C.

PRIMARY AIRPORTS

For FY 1996, there were 421 primary airports. These airports boarded 571,852,111 passengers in CY 1994, the year used to determine FY 1996 primary airport apportionments. Each primary airport apportionment is based upon the number of passenger boardings at the airport. If full funding is made available for obligation, the minimum amount apportioned to the sponsor of a primary airport is \$500,000, and the maximum is \$22,000,000. These funds are calculated as follows:

- \$7.80 for each of the first 50,000 passenger boardings
- \$5.20 for each of the next 50,000 passenger boardings
- \$2.60 for each of the next 400,000 passenger boardings
- \$0.65 for each passenger in excess of 500,000 passenger boardings



For FY 1996, \$1,450 million was made available for obligation. Since this was less than \$1,900 million, all airport apportionments in FY 1996 were subject to reduction to conform with the combined limit of 44 percent of total available AIP. Consequently, there was a 16.10-percent reduction in primary airport apportionments to ensure the formula apportionments did not exceed 44 percent of the \$1,450 million in obligational authority made available.

A further 8.54-percent reduction was applied to all primary airport apportionments to ensure that \$325 million was available for discretionary grants (see page 16, "Minimum Discretionary Fund"). As a result, the combined total reduction for primary airports was 23.26 percent. Accordingly, the minimum apportionment for primary airports was reduced to \$383,697 from \$500,000. The 421 primary airports were apportioned a combined total of \$428,226,519. Table B-3 provides a summary of the application of reduction criteria and the resulting impact in FY 1996 based on the obligation limitation of \$1,450 million.

In 1990, Congress enacted legislation that allows public agencies controlling commercial service airports to charge enplaning passengers using the airport a \$1, \$2, or \$3 passenger facility charge (PFC). Public agencies wishing to impose a PFC must apply to the FAA for such authority and meet certain requirements. Large and most medium-hub airports implementing a PFC are assessed up to a 50-percent reduction in AIP apportionments. For FY 1996, 47 large and medium-hub airports had their apportionments reduced.

CARGO SERVICE AIRPORTS

For FY 1996, 101 airports qualified as cargo service airports and shared the 3.5 percent of AIP apportionment made available to them. Cargo funds are apportioned to each cargo service airport in the same proportion as its proportion of landed weight of cargo aircraft to the total landed weight of cargo aircraft at all qualifying airports. No cargo service airport is entitled to more than 8 percent of the total amount apportioned to all-cargo service airports. As with primary airports, apportionments to cargo service airports were reduced uniformly by a total of 23.26 percent in FY 1996 to conform first with the 44 percent ceiling, then to provide for the required amount of discretionary funding.

STATES/INSULAR AREAS

A total of 12 percent of the annual amount made available for obligation is apportioned for use at general aviation and reliever airports within the States and insular areas. Of this 12 percent, 99 percent is apportioned for airports within the 50 States, the District of Columbia, and Puerto Rico, while the remaining 1 percent is apportioned for airports in the insular areas (Guam, American Samoa, the Commonwealth of the Northern Mariana Islands, the Trust Territory of the Pacific Islands, and the U.S. Virgin Islands).

ALASKA SUPPLEMENTAL FUNDS

Funds are apportioned for certain Alaskan airports to ensure that Alaska receives at least as much as these airports were apportioned in FY 1980 under previous grant-in-aid legislation. This requirement provided an additional \$10.67 million for Alaskan airports in FY 1996.

DISTRIBUTION OF DISCRETIONARY FUNDS

The remaining funds are defined as discretionary, but a number of statutory set-asides are established to achieve specified funding minimums. A minimum amount of funding (based upon a percentage of total amounts made available for AIP) is directed to the following:

- 5 percent of all funds is used for reliever airports;
- 1.25 percent is used for nonprimary commercial service airports;
- 12.5 percent is reserved for noise compatibility planning and implementing noise compatibility programs under Section 47501 *et seq.* of Title 49 U.S.C. (formerly the Aviation Safety and Noise Abatement Act of 1979);
- 0.75 percent is used for the preparation of integrated airport system plans; and
- 2.5 percent is used for the Military Airport Program.

Of the remaining discretionary funds, 75 percent is to be used for preserving and enhancing capacity, safety, security, and carrying out noise compatibility planning and programs at primary and reliever airports. The remaining 25 percent may be used for any eligible project at any airport.

MINIMUM DISCRETIONARY FUND

Congress specified, beginning in FY 1994, that not less than \$325 million remain in discretionary funds after all apportionments and set-asides are satisfied. If less than this amount remains, all apportionments (except that for Alaska supplemental funds) and set-asides are to be reduced by the same percentage to ensure that \$325 million is available for discretionary grants. In FY 1996, a reduction of 8.54 percent was applied to provide the required \$325 million.

RATE OF PARTICIPATION

At primary airports that have at least 0.25 percent or more of the total number of passenger boardings annually at all U.S. airports (1,433,940 or more passenger boardings for FY 1996), the Federal share is 75 percent of the total allowable project cost, except for project grants to implement noise compatibility projects as authorized by Section 47501 *et seq.* of Title 49 U.S.C., which are funded at 80 percent. At all other airports, the Federal share is 90 percent of the total allowable project cost for all projects. There are upward adjustments for projects in States containing high percentages of public lands. Grants for integrated airport system planning are for 90 percent of allowable planning costs.

INVESTMENT CRITERIA

The FAA's policy in selecting projects for AIP grants is intended to ensure uniform levels of airport system safety, quality, and performance for passengers, shippers, and aircraft operators throughout the Nation and to improve the effectiveness of AIP investments in meeting critical needs of the national airport system.

The AIP grant award selection process is based on Executive Order 12893, "Principles for Federal Infrastructure Investments," and guidance provided in congressional hearings regarding the use of national priority and economic analysis in evaluating Federal investment in airport infrastructure. Procedures involve: establishment of national airport investment objectives; consistent ranking of grant applications among FAA regions by type of project; use of national threshold priority system scores for award consideration; and application of benefit/cost analysis to any project intended to preserve or enhance capacity for which the total value of requested discretionary capacity grants is expected to equal or exceed \$10 million over the life of the project, or for which a Letter of Intent (LOI) is requested.

CONDITION AND PERFORMANCE

The FAA includes an extensive report on the condition and performance of the airport system in the National Plan of Integrated Airport Systems (NPIAS). The NPIAS report concentrates on six factors: capacity, safety, noise, pavement condition, accessibility, and financial performance.

The NPIAS indicates that the capacity of the airport system has been expanded to help keep pace with increased demand for air transportation. As a result, the average delay per aircraft operation has declined from the peak of 7.5 minutes in 1990 to a current average of 7.1 minutes. Projections indicate that delay will gradually increase in the future, reaching 7.5 to 7.8 minutes in the year 2005. The FAA will encourage the development of needed new runways to add capacity and help alleviate airport congestion.

Safety-related development receives the highest priority under the AIP, and this contributes to the excellent level of safety at public airports.

Aircraft noise is a major constraint on the operation of airports, but the situation is improving. The residential population exposed to unacceptably high levels of noise has declined from 7 million in 1975 to less than 2 million today. Further improvement is expected, with the affected population falling to 0.4 million in the year 2000.

Airfield pavement has an average useful life of 15 to 20 years, after which major rehabilitation is necessary. The AIP has been very effective in helping airport operators to conduct rehabilitation in a timely manner. The NPIAS reports that 95 percent of the runway pavement at NPIAS airports is in good or fair condition.

The AIP has helped to make air transportation available on demand to most Americans. At the current time, 98 percent of Americans reside within 20 miles, or 30 minutes travel time, of an AIP-eligible airport.

The AIP has been important to the financial operations of airports, accounting for about 25 percent of the public investment in airport improvements.

PERFORMANCE GOALS AND MEASURES

The FAA began measuring national performance goals for the AIP in FY 1995. The concentration of this effort was on safety, capacity, and environmental compatibility. The findings, as reported in the FY 1995 annual report, demonstrated that the AIP was making a significant contribution to the attainment of the national goals.

In FY 1996, the concentration of the measurements of AIP efforts was shifted to follow more closely the FAA's annual performance plan and Strategic Plan. It has been determined that the AIP and the Airports organization will be involved with specific areas of the Strategic Plan in safety, airport capacity, airport system accessibility and efficiency, and environmental compatibility. Initiatives were developed to address these areas:

- ➔ System Safety—Measure achievement toward the goal of reducing the incidence of airport conditions or responses which could be contributing factors in airfield accidents.
- ➔ Airport Capacity—Measure the outcomes of implementation of Airport Capacity Design Team delay reduction recommendations under the AIP.
- ➔ Airport System Accessibility and Efficiency—Measure the performances related to conversion of military airfields to civil airports, preservation of existing infrastructure, preparation of airports for Global Positioning Systems, and other programs.
- ➔ Environmental Compatibility—Measure the numbers of persons relocated from airport noise areas and the net beneficial effects of soundproofing accomplished under the AIP.

These initiatives are being refined for consistency with the overall agency goals. Efforts will continue during FY 1997 toward the development of quantifiable measurements of these initiatives in conformance with the Government Performance and Results Act.

AIRPORT CAPITAL IMPROVEMENT PLANNING

Ownership, management, capital improvement, and maintenance of the Nation's airports by hundreds of State and local airport sponsors provides a unique challenge in managing the AIP to achieve predictable results with available AIP funding. Consequently, the FAA has developed tools that provide the capability to better the process for determining priorities of projects competing for AIP funding. Use of the ACIP process can help in this regard if it is viewed as a continuing process rather than a static program. The ultimate goal of the ACIP is improved planning and execution of airport development with an emphasis on the national airport system.

The goal of Airport Capital Improvement Planning (ACIP) is to develop a plan that reflects critical aeronautical demands, identifies the highest priority development needs, and designates funding options from a variety of available sources. The ACIP is a bottom-up process that begins with input from airport sponsors and state aviation officials followed by input from FAA Airports offices and final input from FAA headquarters. The primary emphasis is on the effective use of AIP funds, but the concept applies to other funding sources as well. Since fiscal year 1992, AIP has provided lesser amounts of funding for airport development needs nationwide. New funding sources, such as passenger facility charge collections and innovative financing mechanisms, will expand airport development funding options.

Regardless of the funding source, the FAA will continue its oversight role to ensure that airport development activity is focused on the national interest. The ACIP process permits all airport development participants opportunities to identify, quantify, and verify development needs, irrespective of the funding source.

The ACIP is formulated through several structured processes. It begins with state aviation officials and airport sponsors who, in consultation with FAA's Airports regional and district offices, formulate their ACIP's. The ACIP's are formulated from information contained in airport master/system plans, joint planning conferences, airport master record data, airport layout plans, etc. The states and airport sponsors are encouraged to include work to be accomplished during a 5-year planning cycle. The completed ACIP's are then submitted to the FAA regional and Airports district offices for evaluation. FAA regional offices compile this information into a regional

ACIP. Based on their evaluations of these ACIP's, regional personnel make initial AIP funding recommendations to FAA headquarters.

FAA headquarters then consolidates and analyzes the regional ACIP's to ensure consistency with set-asides and other requirements established by AIP legislation, annual appropriations, and FAA goals and objectives. Finally, FAA headquarters formulates a national ACIP to be used for making AIP funding decisions. At this point, the ACIP is a working document because it is subject to frequent updates based on local considerations (e.g., the need to adjust the timing of a project) or national events (such as an unexpected change in AIP funding level or program authority).

The ACIP, which includes a priority system that can numerically rate various factors in an objective manner and at the same time reflect national interests, is a useful tool to help ensure that funds are expended on the highest priorities and needs nationwide. However, the numerical priority calculation is not the only factor considered in making funding decisions. It is only one important criterion that provides an objective beginning for the decisionmaking process. Unique or time critical development needs are not captured by a priority calculation, for example.

The ACIP process which has been developed allows funding of important projects, such as those having statutory emphasis or phased funding needs. Although the ACIP process is an improvement over systems used in the past, the FAA continues to modify and refine the process in response to amended statutory direction and further experience with the program. On May 22, 1996, the FAA published a notice in the Federal Register soliciting comments regarding the national priority system. The intent of the notice was to allow the public the opportunity to comment on and help the FAA better define its priority system and how investment decisions are made.

In fiscal year 1997, FAA intends to implement additional new procedures for improving the funding decision process. Specifically, the new procedures will emphasize the importance of a complete ACIP document which entails a continuous process with participation by airport sponsors, state aviation officials, and related Federal agencies. Completion of this task will permit more flexibility in making AIP funding decisions. Although the numerical calculation of project priorities will be retained, consideration of other vital factors will be an integral part of the process. Acknowledgment of particular FAA goals and objectives, system performance, and regional/local needs will be added to make the overall process more effective.

ENVIRONMENTAL RESPONSIBILITIES

The FAA assesses potential environmental impacts that may result from an airport development project before approving airport layout plan amendments or financing for the project. This evaluation is based on requirements contained in the National Environmental Policy Act of 1969 (NEPA) and other Federal laws, regulations, and orders which detail specific criteria to be used for protecting the human and natural environment. Specific areas of environmental concern include air quality, water quality, public recreation lands, farmlands, hazardous materials, historical and archeological sites, endangered species, coastal zones, wetlands, flood plains, and noise. This evaluation process provides FAA, other Federal, State, and local agencies, and the public a better understanding of a proposed airport project's potential environmental impacts and identifies measures to lessen or eliminate adverse effects.



FAA's detailed environmental evaluations, which ensure compliance with NEPA and other pertinent environmental directives, are predicated on the nature of the proposed action and the severity of its environmental impacts. FAA's Office of Airports has developed FAA Order 5050.4A, Airport Environmental Handbook, to define the scope of environmental evaluations. The order identifies the types of airport projects that normally fit predetermined scopes of analyses, which range from limited to very comprehensive. Although there is much commonality among projects at various airports, each project is still judged on its own merits. In addition to its published airport environmental procedures, the FAA provides updated guidance to its field offices as a result of revisions in laws and regulations enacted and promulgated by Congress, the President, and other Federal agencies.

The documents resulting from environmental analyses serve to protect environmental resources when Federal actions related to airports are being considered. FAA procedures identify the types of actions that require either an environmental assessment by the airport sponsor, a more detailed environmental impact statement prepared by the FAA, or a limited review based on a predefined category of excluded projects. Section 102(2)(C) of NEPA requires an environmental impact statement when a project would significantly affect the quality of the human environment. If, after detailed study, the impacts are determined to be insignificant (not exceeding any thresholds

of significance set for the particular environmental impact being evaluated), an appropriate determination will be made reflecting this finding.

The environmental process is one that can range greatly in complexity and duration. The FAA first reviews the proposed project to determine if it is one of a predefined category of excluded actions. These projects are commonly referred to as categorical exclusions (CE), and normally do not significantly affect specially protected resources, such as endangered or threatened species, historical properties with significant public interest for preservation, parkland, etc. If this determination can be made, no further environmental analysis is required.

If the project would adversely affect environmental resources, the FAA will assist the airport sponsor in preparing an environmental assessment (EA), based on the requirements outlined in FAA Order 5050.4A. If after reviewing the EA, the FAA concludes that the action would not significantly affect environmental resources, the FAA adopts the EA and prepares a document known as a Finding of No Significant Impact (FONSI). On the other hand, if the project will significantly affect the environment, the FAA must further analyze the severity of the impacts and evaluate measures that could reduce or eliminate adverse degradation of ecological systems. The formal document containing this detailed study is known as an environmental impact statement (EIS) and often uses the EA prepared by the airport sponsor as the basis for further analysis. The EIS is prepared by FAA. However, the FAA may be assisted by an FAA-selected consultant specializing in the evaluation and assessment of environmental impacts. The result is a document that identifies the environmental impacts resulting from federally approved airport layout plan revisions or federally financed airport projects and discusses measures to minimize those impacts.

NOISE COMPATIBILITY

In FY 1992, the FAA began administering new Federal Aviation Regulations (FAR) Part 161, which was issued September 25, 1991. Part 161 implements provisions of the Airport Noise and Capacity Act of 1990 (ANCA) by establishing a national program for reviewing airport noise and access restrictions on Stage 2 and Stage 3 aircraft operations. Part 161 also advises airport operators on how ANCA and Part 161 apply to the airport noise compatibility planning process conducted under FAR Part 150. The FAA has established an interdisciplinary team to review airport noise and access restrictions as issues of applicability to ANCA and Part 161 are raised.

The FAA is continuing its effort to streamline noise compatibility planning under Part 150 to improve its effectiveness into the next century. A revised rule is being developed which will require airport operators to take into account the effect on the noise environment of ANCA's phase out of Stage 2 aircraft by the year 2000.

During FY 1996, FAA found 17 noise exposure maps in compliance with Part 150 and approved 19 noise compatibility programs (NCP) submitted by airport operators. These included four updates of programs that were previously approved by the FAA. At the close of FY 1996, 232 airports were participating in the program, 207 of them with Federal planning grants to conduct the Part 150 analysis. Almost 200 airports have approved programs successfully in place, and many have applied for funding to update their programs. Since an approved NCP is a prerequisite to receiving funds for most mitigation actions, most operators of airports where noise is a significant factor have participated in some level of noise planning. They view the opportunity to conduct planning and mitigation with Federal funds as a means to foster better relations with the adjacent and nearby communities.

DISADVANTAGED BUSINESS AND CIVIL RIGHTS REQUIREMENTS

Section 47113 of Title 49, U.S.C. specifies, except to the extent the Secretary decides otherwise, that at least 10 percent of AIP funds made available for obligation be expended with small business concerns owned and controlled by socially and economically disadvantaged individuals. Under Section 47107 (e) of Title 49, U.S.C., the Secretary has established a goal of at least 10 percent participation by disadvantaged business enterprises (DBE) in AIP projects and, at certain airports, in airport concessions. These requirements can be found in Department of Transportation Regulations at 49 C.F.R. 23.

During the past fiscal year, DBE's received 21.6 percent of contract dollars awarded under the AIP. Of this amount, 7.8 percent was awarded to women-owned firms, and 13.8 percent to firms owned by minorities or other disadvantaged individuals. DBE concessionaires earned 9.2 percent of the total gross receipts generated by all concessions at primary airport locations.

During FY 1996, FAA regional civil rights staffs completed eight desk audits and onsite compliance reviews under the departmental rule. Civil rights staffs conducted two post-award reviews for compliance with Title VI of the Civil Rights Act of 1964. The nondiscrimination provisions of Title VI are incorporated into Executive Order 12898 on environmental justice. Eleven DBE program complaints, one Title VI complaint, and one complaint based on age were resolved.

PASSENGER FACILITY CHARGE PROGRAM

The Passenger Facility Charge (PFC) Program, first authorized by the Aviation Safety and Capacity Expansion Act of 1990 and now codified under Section 40117 of Title 49 U.S.C., provides a source of additional capital to improve, expand, and repair the Nation's airport infrastructure. This legislation allows public agencies controlling commercial service airports, after receiving approval from the FAA, to charge enplaning passengers using the airport a \$1, \$2, or \$3 facility charge.

FAA headquarters and regional personnel administer the PFC program by ensuring that the following conditions are met: projects proposed for PFC funding meet statutory objectives and eligibility requirements; PFC revenues do not exceed allowable project costs; PFC collections are correctly remitted to public agencies; the PFC collection process is reasonable and nondiscriminatory; and the public agency conforms to other requirements and assurances in the PFC regulation.

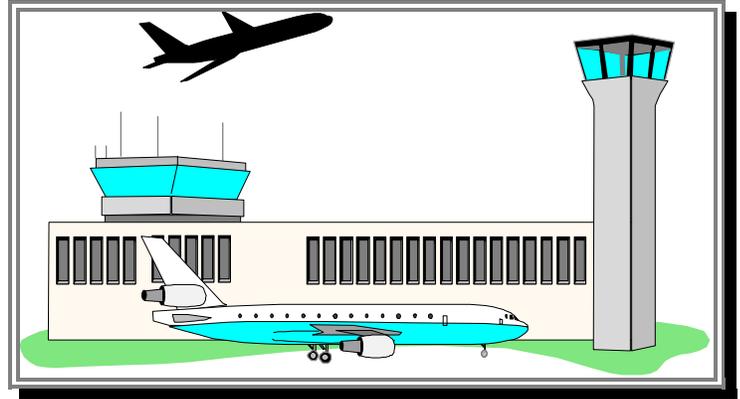
PFC collections and AIP funds are complementary in the overall funding of airport improvements. The majority of PFC-approved projects are also eligible under the AIP. One major use of PFC's is as the local "match" funds for AIP grants, particularly at nonhub primary airports. Figure B-6 illustrates the manner in which AIP funds and PFC revenues are used and compares the types of development items funded by each fund source.

In FY 1996, the FAA approved or partially approved 109 applications for PFC collections at 97 locations, of which 31 were new locations. PFC collections enabled by these and earlier approvals have made significant contributions to many of the major capacity, safety, and security projects described beginning on page 32 of this report. Airports for which PFC applications were approved in FY 1996 included Philadelphia International; Chicago Midway; Chicago O'Hare International; Greater Cincinnati International; Kansas City International; St. Louis International; Orlando International; and Salt Lake City International.

As of September 30, 1996, a total of 255 locations had been approved for PFC's since the program's inception in 1991. Total authorized PFC collections for these 255 locations totaled over \$13.58 billion. Of those primary hub airports eligible to collect PFC's, 70 percent were doing so as of the end of the fiscal year, with just under 53 percent of nonhub primary airports collecting PFC's. Participation in the PFC program falls off sharply at the

level of nonprimary commercial service airports, with only 6 percent of these airports collecting PFC's as of the end of FY 1996.

Section 47114(f) of Title 49 U.S.C. requires that AIP funds apportioned to a large or medium hub airport be reduced if a PFC is imposed at that airport. This reduction takes place in the fiscal year following the approval of authority for PFC collections at that airport and continues in each succeeding fiscal year in which a PFC is imposed. The apportionment for a fiscal year is reduced by 50 percent of the forecast PFC revenue in that fiscal year, but not by more than 50 percent of the apportionments calculated for that fiscal year. In FY 1996, 47 of the 69 large and medium hub airports were subject to these reductions.



The apportionments that are withheld as a result of PFC collections are distributed within the AIP program as follows:

- a) 25 percent to the AIP discretionary fund; and
- b) 75 percent to the “small airport fund.”

Of the 25 percent distributed to the discretionary fund, half of the amount (one-eighth of the total) must be spent at small hub primary airports.

Of the 75 percent distributed to the “small airport fund,” one-third (one-quarter of the total) is distributed to general aviation (including reliever) airports. The remaining two-thirds (one-half of the total) is distributed to nonhub commercial service airports.

As a result, FY 1996 AIP funds that otherwise would have been apportioned to large and medium hub primary airports were distributed as follows: \$14.5 million went to small hub airports, \$58.2 million went to nonhub primary and nonprimary commercial service airports, and \$29.1 million went to the remaining noncommercial, reliever, and general aviation airports. Table B-3 depicts the total effect of these returns on the final distribution of appropriated funds.

STATE BLOCK GRANT PROGRAM

The State Block Grant Program is implemented by FAR Part 156. Under this regulation, States assume responsibility for administration of AIP grants at airports classified as “other than primary.” This program became effective October 1, 1989, and in FY 1996 included seven States: Illinois, Missouri, North Carolina, Michigan, New Jersey, Texas, and Wisconsin.

These block grant States administer funding of nonprimary commercial service, reliever, and general aviation airports. Each State is responsible for determining which locations within its jurisdiction will receive funds and for ongoing project administration. A total of \$60.8 million, including \$28.1 million discretionary, was granted to the block grant States in FY 1996 as follows: Illinois, \$19.5 million; Michigan, \$9.5 million; Missouri, \$5.1 million; New Jersey, \$2.6 million; North Carolina, \$5.2 million; Texas, \$12.5 million; and Wisconsin, \$6.4 million. For the period the pilot program has been effective, \$431.9 million, including \$239.3 million discretionary, has been issued as block grants.

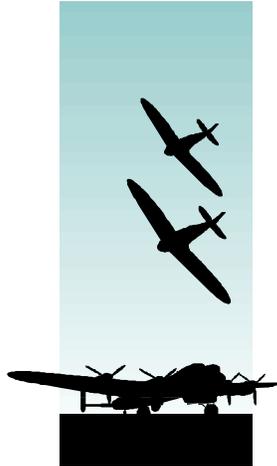
MILITARY AIRPORT PROGRAM

The Military Airport Program (MAP) has been in existence since FY 1991. Legislation permitted designation in FY 1996 of 15 current or former military airports classified as commercial service or reliever to be eligible for MAP funds, but only if these airports can be shown to improve the capacity of the national air transportation system. Specifically, the criterion requires that approved projects at any newly designated MAP location must be able to reduce delays at an existing nearby commercial service airport that has more than 20,000 hours of annual delays in commercial passenger aircraft takeoffs and landings. The designated airports remain eligible to participate in the program for 5 fiscal years following their initial designation as participants.

The surplus military airports identified in the 1988, 1991, 1993, and 1995 DOD Base Realignment and Closure (BRAC) reports serve as a primary source of candidates for the MAP. To date, a total of 19 major military airfields have been converted to civil use. Of these former military airfields, eight are currently designated as participants in the MAP. They are as follows: San Bernardino International (formerly Norton AFB), California; Guam International (formerly Agana NAS), Guam; Pease International Tradeport (formerly Pease AFB), New Hampshire; Myrtle Beach International (formerly Myrtle Beach AFB), South Carolina; Williams Gateway (formerly Williams AFB), Arizona; Austin–Bergstrom International (formerly Bergstrom AFB), Texas; Millington Municipal (formerly Memphis NAS), Tennessee; and Dade County–Homestead Regional (formerly Homestead AFB), Florida. Guam International, Pease International Tradeport, Myrtle Beach International, and Austin–Bergstrom International are primary airports. San Bernardino International is a reliever for Los Angeles and Ontario. Williams Gateway, Millington Municipal, and Dade County–Homestead Regional are also relievers. The conversion and designation of these eight closing military airfields have resulted in adding nine major new runways to the civil inventory and two replacement runways for Austin. These runways range in length from 8,000 feet to 12,000 feet and are capable of accommodating the largest aircraft in the civil fleet.

No less than 2.5 percent of available AIP funds in FY's 1994, 1995, and 1996 was set aside for the designated airports. A total of \$25.7 million of discretionary funds was available and obligated at seven designated current and former military airfields in FY 1996. The locations and discretionary amounts granted to these airports are shown below. These airports contrib-

ute to the capacity of the national air transportation system by enhancing airport and air traffic control system capacity in their respective metropolitan areas, as well as by reducing current and projected flight delays. The projects approved for these airports included land acquisition; security improvements; runway, apron, and taxiway construction and improvements; lighting and terminal development; and other conversion-related projects.



Conversion-related projects are especially important to the newly converting bases. These bases can contribute significantly to the national air transportation system by providing the infrastructure upon which to build. To duplicate this investment in infrastructure with AIP funds would quickly deplete all appropriated funds for many years to come. However, these bases still require significant amounts of AIP to be properly retrofitted for civilian use. For example, terminal buildings are not normally found on military bases and must be constructed to provide adequate facilities for movement of passengers at primary airports.

Table 6 Military Airport Program Selected Locations and Funds Awarded in FY 1996

<i>Location</i>	<i>MAP Funds</i>
Pease International Tradeport, Portsmouth, NH	\$3,139,267
Millington Municipal**, Millington, TN	\$633,600
Smyrna Airport, Smyrna, TN	\$1,745,315††
Austin-Bergstrom International, Austin, TX	\$5,000,000
Laredo International, Laredo, TX	\$5,000,000
Williams Gateway, Phoenix, AZ	\$5,700,000
San Bernardino International††, San Bernardino, CA	\$4,500,000
TOTAL	\$25,718,182

** Formerly Memphis NAS

†† Includes \$119,315 used on prior year amendments.

‡‡ Formerly Norton Air Force Base

The FAA is continuing to pursue a series of initiatives with the DOD, States, and local governments for joint civil and military use of existing military airfields and the conversion of military airfields being closed by DOD. There are currently about 46 military airfields closing as a result of the DOD's base closures programs approved in 1988, 1991, 1993, and 1995. It is anticipated that up to 32 of these military airfields will be converted to civil airports. To replicate the infrastructure at these military airfields would require a total investment of about \$36 billion. An AIP investment to date of only \$195 million in MAP funds has secured this infrastructure for future civil use.

There are about 20 existing joint-use agreements in addition to the 18 long-term leases executed by the DOD that allow civil airport sponsors to operate at active military airfields and surplus military facilities. It is estimated that about one-third of the converting BRAC airports have the potential to become commercial service airports, one-third reliever airports, and a number of the remaining one-third to become general aviation airports. A number of these airfields are located in or near major metropolitan areas and have the potential to add significant new airport capacity to the national airport system. It is estimated that these newly converted airports will provide about 40 additional major civil runways, with lengths up to 12,000 feet, capable of handling large civil aircraft. These 40 runways have the potential to handle an additional 6 million aircraft operations.

A current list of military airfields involved in the DOD BRAC program, including those converting to civil airports, is presented in Table B-7. It should be noted that the listing only includes military assets made surplus by the actions of the BRAC. Not all of these locations can or will participate in MAP funding. Also, some of the airports participating in the MAP were released by the DOD through other surplus disposal programs before the BRAC was instituted. Following Table B-7 is a summary of significant MAP projects funded in FY 1996.

MAJOR CAPACITY, SAFETY, AND SECURITY PROJECT GRANTS

During FY 1996, \$249.2 million of discretionary funds were awarded in grants to enhance or preserve the capacity, safety, and security of the Nation's airports. These grants provided Federal funding for projects to construct and improve runways, taxiways, air carrier aprons, and terminals at many capacity-constrained airports. A short description of a few of these significant projects follows:

- **Philadelphia International**–New Commuter Runway. Construction began on a new 5,000-foot commuter runway at **Philadelphia International**. The runway will significantly reduce delays by allowing arrivals and departures of smaller aircraft to be segregated from those of large aircraft.
- Significant Terminal Expansion for Washington–Baltimore Area. All three of the Washington D. C., airports, **Dulles International, Washington National, and Baltimore Washington International (BWI)**, are completing significant terminal expansion projects to accommodate passenger growth. **Dulles International** has enlarged its main terminal and begun construction of 12 more midfield terminal gates. **Washington National** is nearing completion of its new terminal building and air traffic control tower, which will feature a covered connection to the nearby Washington Metropolitan Area Transit subway station, and **BWI** is adding a new international pier.
- **Louisville International**. The Regional Airport Authority of Louisville and Jefferson County, Kentucky, opened a new 8,000-foot runway (17L/35R) in October 1995. The FAA has granted \$77 million in AIP funds to **Louisville** since 1991 to help fund the new runway. This runway is being used predominantly for domestic traffic, but the United Parcel Service uses it for five international routes when the main runway (1/19) is unavailable due to inclement weather. The new runway is parallel to a 10,000-foot runway, currently under construction, to be opened by the end of 1997. The FAA has committed another \$67 million in AIP funds through the end of the decade to help finance Runway 17R/35L. **Louisville** is United Parcel Service's major hub.

- **McCarran International**, Las Vegas, Nevada—Enhancement of Runway 1L/19R. Clark County was awarded AIP grants totaling \$14,986,826 to finance a portion of the enhancements to Runway 1L/19R to permit service by corporate and air carrier aircraft expected in the near future. The runway will be lengthened from 5,002 feet to 9,777 feet and widened from 75 feet to 150 feet. The project also includes construction of parallel and connector taxiways, edge lighting, guidance signs, and runway friction treatment. The improvements will result in capability comparable to that of Runway 1R/19L, and will significantly improve airport capacity.
- **Jean Airport**, Jean, Nevada—Grand Opening Ceremonies. On September 19, 1996, officials dedicated this new general aviation airport for public use. The old airport, consisting of a 4,545-foot gravel landing area, had served the area for 30 years. The construction of the new airport was financed in part by three AIP grants totaling \$3,139,029. Construction was completed in July 1996. The new airport has parallel runways that serve both powered aircraft and gliders.
- **Burbank–Glendale–Pasadena**. Planning for a replacement terminal building was completed in March 1996. The present terminal was constructed before World War II and does not meet minimum FAA design standards. An AIP grant for \$8.6 million was awarded in FY 1996 to acquire part of the land needed for the replacement terminal.
- **New England Regional Airport Air Passenger Service Study**. This study resulted from a collective effort of the aviation agencies and major passenger service airports in all six New England States, as well as the New England Council, a private business organization. The purpose was to assess potential impacts on Boston–Logan Airport if improvements in air service are made at eight New England airports. It also tried to identify strategies to improve service at these airports. The airlines serving the area responded favorably to the study. An AIP grant for \$150,000 was awarded in FY 1996 to refine the study. The primary finding in the initial study concludes there is a potential for several million Boston–Logan passengers to be better served at the existing outlying airports in the region.
- **Dallas/Fort Worth International (DFW)**—New East Runway. The new 8,500-foot east runway was opened in October 1996. This is the airport's seventh air carrier runway. **DFW** now has the capability to conduct simultaneous triple arrivals during meteorological conditions requiring instrument approaches. Only one other airport, the recently

completed Denver International Airport, has this capability. **DFW's** investment in enhanced airfield capacity included development of a comprehensive noise abatement plan and other initiatives to ensure compatibility with current land use around the airport. AIP grants for \$158 million were awarded for this project. **DFW** also received approval to collect and use \$127 million in passenger facility charges to assist in financing this extensive development program.

- ➔ **New Northwest Arkansas Regional.** The Northwest Arkansas Regional Airport Authority is pursuing the development of a new airport to accommodate commercial operations. Nearby Drake Field ranks 155th in passenger boardings among the 421 primary airports eligible for Federal funds, but it has severe physical constraints which deny it all-weather capability. The new airport will have a single 8,800-foot runway with precision approach capability and is scheduled to open in late 1998. AIP grants totaling nearly \$33 million have been awarded to date. It is expected that another \$29.5 million in AIP funds will be made available over the next several years. The project has the potential to serve more adequately the aviation needs of a region that has experienced an average annual passenger boarding growth rate of 15 percent over the past 10 years.
- ➔ **Des Moines International–Runway 5 Extension.** This runway is being extended to mitigate noise impacts. Acquisition of land to extend the runway was funded with an AIP grant for \$5,194,350 in FY 1996. The project is estimated to cost \$57 million dollars over approximately 5 years and is dependent on future AIP grants.
- ➔ **Epply Field, Omaha, Nebraska–Runway Extension.** The main runway at **Epply Field** is being extended 1,000 feet. The project will require \$8.2 million in AIP grant funds and will require the relocation of the Category II instrument landing system. The Omaha Airport Authority and various FAA organizations worked as a team to see this project completed despite a heavy spring rain that flooded a good portion of the approach lighting system.
- ➔ **Salt Lake City International (SLC)–Capacity Enhancements.** A major new parallel runway was built at **SLC**. Tightly integrated work and scheduling between the Salt Lake City Airport Authority and FAA resulted in on time construction of the runway and completion of all-weather instrumentation. The new runway can handle low visibility Category III operations on the north end and Category I instrument approaches on the south end. **SLC** is one of a limited number of airports in

the United States with capability for simultaneous instrument approaches, with the instrument flight rules acceptance rate going from 44 per hour (south flow) and 30 per hour (north flow) to 60 per hour. This project is one of many at **SLC** designed to deal with the rapid aviation growth at the airport and to prepare for the 2002 Winter Olympics. Now under construction are a new control tower and terminal radar approach control. Both are expected to be commissioned in the fall of 1998.

- **Alaskan Airport Improvement Grants.** There were 47 AIP grants totaling \$63 million awarded in the Alaskan Region. The largest grant for \$5,560,432 went to **Fairbanks International** for the first phase of a project to extend Runway 1L/19R by 1,500–feet to achieve adequate takeoff length. The second phase is under consideration for funding in FY 1997. Other major projects in the region include continuation of the runway rehabilitation at **Deadhorse**; construction of a new queuing taxiway at **Anchorage**; rehabilitation of the runways at **Buckland** and **Homer**; construction of a parallel taxiway at **Talkeetna**; and improvements to the seaplane base at **Ketchikan**.

LETTERS OF INTENT

The FAA is authorized to issue LOI's for only specific types of airport development projects and only to those airports with current aeronautical demands that are not likely to be accommodated with funds from current programs. If these airports can finance the cost of construction before receiving grants, they can be reimbursed from future program funds without penalty.

Before beginning construction, the FAA must approve the scope of work and the proposed funding plan. In addition to standard project criteria, FAA has required since October 1994 that a benefit/cost analysis accompany any LOI request. FAA also considers the sponsor's financial commitment to the project and the project's effect on the capacity of the national air transportation system.

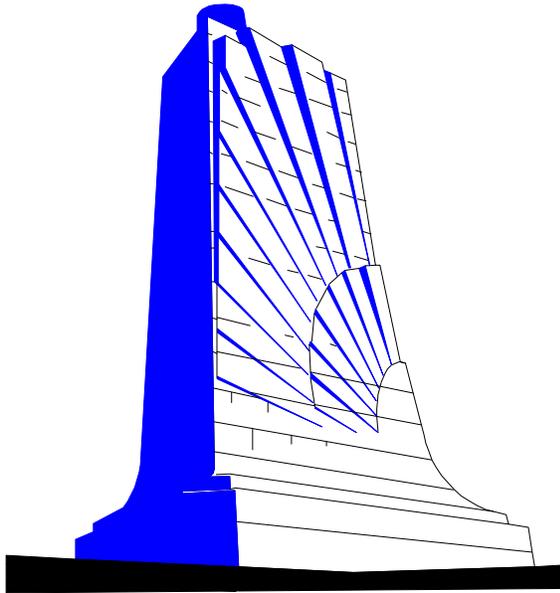
Once agreement has been reached, the FAA prepares the LOI indicating the intent to provide future funding for the agreed-upon project in future years. This expression of intent on the part of FAA is sufficient to reduce the risk associated with making improvements now and not receiving reimbursement in future years. An airport receiving an LOI may proceed with the project without waiting for future AIP grants, and be assured that all allowable costs related to the airport development included in the approved LOI remain eligible for reimbursement. In most cases, the airports finance the projects with revenue bonds. Most airports are likely to receive more favorable bond rates since the Federal Government has supported the project and indicated an intent to provide grant funding in subsequent years.

LOI payments in FY 1996 totaled \$152.6 million in discretionary funds and \$37.3 million in airport sponsor entitlements. At the end of FY 1996, there were 23 LOI's with payment schedules totaling \$817.6 million extending from 1997 through 2008.

As in FY 1995, no new LOI's including discretionary funding were approved in FY 1996. This is because the level of total discretionary funding available to make scheduled LOI payments had declined to less than twice the amount of scheduled payments. FAA will consider approving additional LOI requests when total annual LOI payments again are less than 50 percent of available discretionary funds

APPENDIX A

PROGRAM HISTORY



Wright Brothers Memorial, Kitty Hawk, NC

The Federal Government initiated a grants-in-aid program shortly after the end of World War II to promote the development of a system of civil airports to meet the Nation's needs. This early program, the Federal-Aid Airport Program (FAAP), was established with the passage of the Federal Airport Act of 1946 and funded from the general fund of the Treasury. FAAP grants could be used for basic airport development including airfield construction, passenger terminals, entrance roads, and land needed for the airport.

The Airport and Airway Development Act of 1970 established a more comprehensive program. This Act provided grant assistance for airport planning under the Planning Grant Program (PGP) and for airport development under the Airport Development Aid Program (ADAP). The source of funds was a newly established Airport and Airway Trust Fund that derives its revenues from aviation user taxes on items such as airline fares, air freight, and aviation fuels. The Act was amended several times and was extended 1 year before expiring on September 30, 1981.

The Airport and Airway Improvement Act of 1982 (Title V of the Tax Equity and Fiscal Responsibility Act of 1982, Public Law 97-248,

September 3, 1982) established the successor grant program. The Airport Improvement Program (AIP) provides assistance under a single program for airport planning and development with user taxes from the Airport and Airway Trust Fund. The 1982 Act also provides funds to conduct noise compatibility planning and to implement noise compatibility programs that are authorized by the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96–193).

The Airport and Airway Improvement Act has been amended several times. The first, enacted barely 1 month after the basic statute, was the Continuing Appropriations Act (Public Law 97–276, October 2, 1982). It provided authority to convert unused apportioned funds for use in the award of discretionary grants. The Surface Transportation Assistance Act (Public Law 97–424, January 6, 1983) increased the annual authorizations for AIP for FY 1983–FY 1985.

The Airport and Airway Safety and Capacity Expansion Act of 1987 (Public Law 100–223, December 30, 1987) extended the AIP grant authority for 5 years. It authorized \$1.7 billion each fiscal year through 1990 and \$1.8 billion each year for FY 1991 and FY 1992. This Act also authorized the FAA to use the Letter of Intent (LOI) process to approve high-priority capacity projects with funds that become available in future fiscal years. The LOI indicates to a sponsor Federal approval of a proposed project's scope and the timing for its accomplishment. It also indicates the Federal intent to fund the project in subsequent years. It permits the sponsor to begin construction of the project without an official grant award and to obtain reimbursement for allowable project costs for the development specified in the LOI. Yearly increments of funds are paid from grants, subject to the future availability of AIP funds. Another provision of the 1987 amendment was authorization of a State Block Grant Program in three States during FY 1990 and FY 1991. The amendment also established a Disadvantaged Business Enterprise (DBE) Program to help small business concerns owned and controlled by socially and economically disadvantaged individuals. Under the DBE Program, not less than 10 percent of the AIP funds made available yearly for approved construction projects must be awarded to DBE firms and individuals.

The Aviation Safety and Capacity Expansion Act of 1990 (Public Law 101-508, November 8, 1990) authorized FAA to approve collection and use of Passenger Facility Charges (PFC) by public agencies owning or operating commercial service airports. PFC revenue provides airports another source of funds to finance airport-related projects. Approved projects must meet one of the following objectives: preserve or enhance safety, capacity, or security; reduce airport noise; or furnish opportunities for

enhanced competition between or among air carriers. This Act also established a Military Airport Program (MAP) for civil airports located at current or former military airfields. The MAP is intended to help improve the capacity of the national transportation system by enhancement of civil airport and air traffic control systems at designated locations in or near major metropolitan areas. Further, the Act extended the State Block Grant Program through FY 1992, and it increased the AIP authorization for FY 1992 to \$1,900 million.

The Airport and Airway Safety, Capacity, Noise Improvement, and Intermodal Transportation Act of 1992 (Public Law 102–581, October 31, 1992) authorized the extension of AIP at a funding level of \$2,050 million through FY 1993. This Act included a number of changes in AIP. The primary changes include the expanded eligibility of development under the Military Airport Program; eligibility for the relocation of air traffic control towers and navigational aids (including radar) if they impede other projects funded under the AIP; the eligibility of land, paving, drainage, aircraft deicing equipment, and structures for centralized aircraft deicing areas; and projects to comply with the Americans with Disabilities Act of 1990, the Clean Air Act, and the Federal Water Pollution Control Act. The Act also increases the number of States that may participate in the State Block Grant Program from three to seven and extends that program through FY 1996.



Three statutes were enacted during FY 1994 that affected AIP. The AIP Temporary Extension Act of 1994 (Public Law 103–260, May 26, 1994) extended the authorization of AIP until June 30, 1994. It provided that the minimum amount to be apportioned to a primary airport based on passenger boardings would be \$500,000. The act also made modifications to the percentage of AIP funds that must be set-aside for reliever airports (reduced from 10 percent to 5 percent), for commercial service, nonprimary airports (reduced from 2.5 percent to 1.5 percent) and for system planning projects (increased from 0.5 percent to 0.75 percent). It also provided a minimum level of discretionary funds after August 1, 1994. If discretionary funds remaining after all formulas and set-asides are calculated are less than \$325 million, all set-asides and apportionments (except Alaska supplemental funds) must be reduced by equal percentages to provide this minimum level of discretionary funds. Eligibility for terminal development was expanded to allow the use of discretionary funds at reliever airports and primary airports enplaning less than 0.05 percent of annual national enplanements.

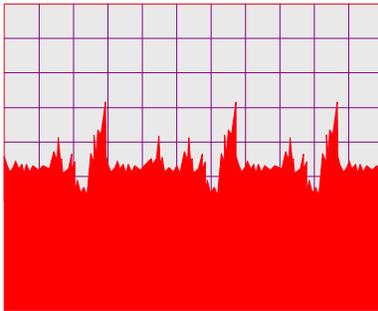
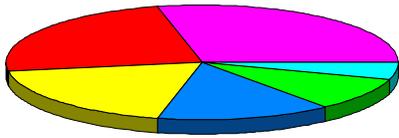
Public Law 103–272 (July 5, 1994), Codification of Certain U.S. Transportation Laws at 49 U.S.C., repealed the Airport and Airway Improvement Act of 1982, as amended, and the Aviation Safety and Noise Abatement Act of 1979, as amended, and recodified them without substantive change at Title 49, U.S.C. Several notable name changes were contained in the recodification language. The term *enplanements* was replaced with the term *passenger boardings*. The codification also refers to *passenger facility fees* instead of *passenger facility charges*. These terms, when used in a discussion of legislative provisions and program objectives, are interchangeable.

The Federal Aviation Administration Authorization Act of 1994 (Public Law 103–305, August 23, 1994) extended AIP until September 30, 1996. Significant changes to AIP included increasing the number of airports that can be designated in the Military Airport Program from 12 to 15, but required that FAA find that projects at newly designated airports will reduce delays at airports with 20,000 hours of delay or more; expanded eligibility to include universal access control and explosives detection security devices; and required a number of actions by FAA and airport sponsors regarding airport rates and charges and airport revenue diversion.



APPENDIX B

FIGURES AND TABLES



Figures and tables mentioned earlier in the Forward and body of the narrative are shown on the following pages. These supplement the tables and figures included and described in the body of the report. Figure B-1 shows, by airport funding category, the cumulative number of grants awarded since the beginning of the AIP. Figure B-2 shows, by airport funding type, the cumulative amounts of funds associated with these grants. Following these figures is Table B-1. It shows the types of airport development and planning work elements plus the AIP funds associated with these grants over the life of the AIP. Figure B-3, based on data in Table B-1, illustrates the distribution of the discretionary grant funds awarded under the AIP. This and the next two

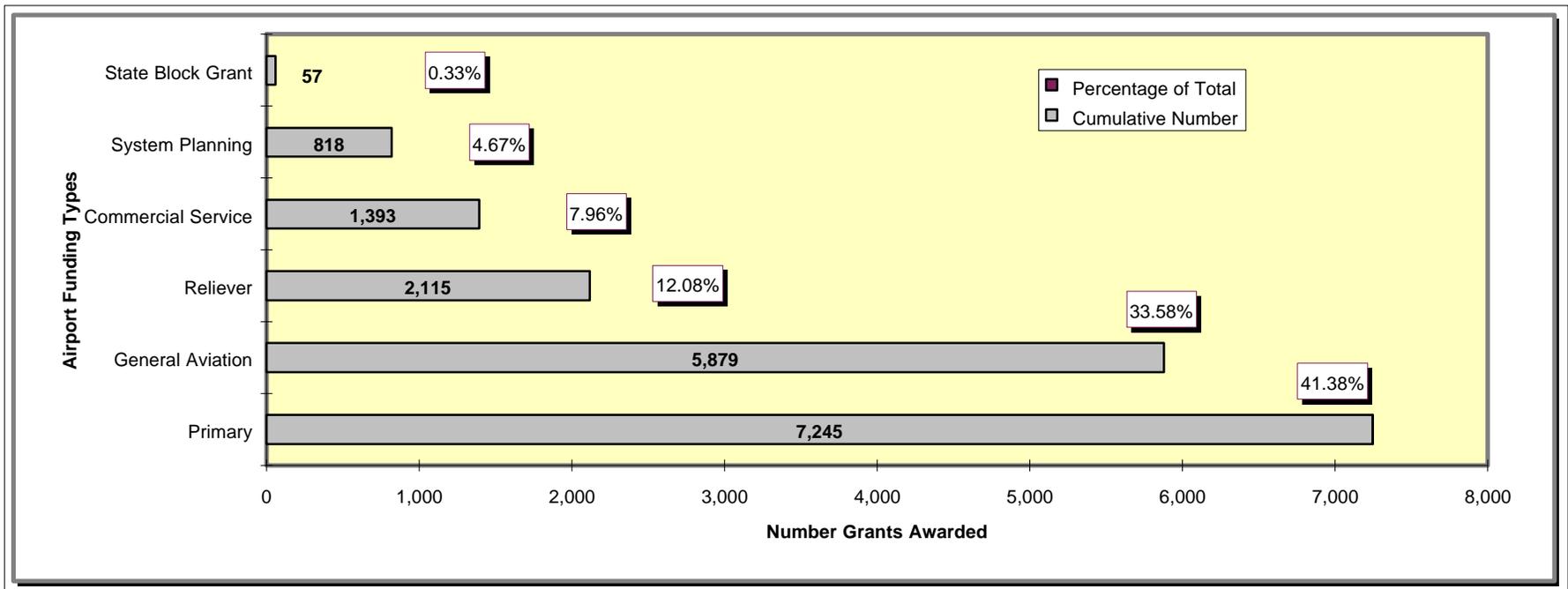
figures, also based on data in Table B-1, further illustrate the distribution of apportioned and total combined grant funds. Figure B-4 depicts apportioned funding. Figure B-5 depicts the combined grant funds. Figure B-6 illustrates the manner in which AIP funds and PFC revenues are used and compares the types of development items funded by each fund source over the 5-year period that PFC's have been available for use by airport sponsors. Following in Figure B-7 is a depiction of the comparable data for fiscal year 1996 only. Table B-2 provides a display of grant totals for the fiscal year based on airport types, block grants, and system plans for the states and territories. Table B-3 shows the impact in FY 1996 of the reductions as a result of an obligation limitation of \$1,450,000,000. Table B-4 shows the AIP yearly authorizations, obligation limitations, actual obligations, and grant totals. Table B-5 provides an array of the primary airports in descending order of passenger boardings, with hub designation indicated for each category. Table B-6 shows a current list of military airfields involved in the DOD Base Realignment and Closure program, including those converting to civil airports. Table B-7 provides an array of the individual grants awarded during the fiscal year and includes an abbreviated description of the work in each grant.

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Figure B-1

Airport Improvement Program
Fiscal Years 1982 – 1996
Cumulative Number Grants Awarded
(By Airport Funding Category)

Grants Awarded	Primary	General Aviation	Reliever	Commercial Service	System Planning	State Block Grant Program	Totals
Cumulative Number	7,245	5,879	2,115	1,393	818	57	17,507
Percentage of Total	41.38%	33.58%	12.08%	7.96%	4.67%	0.33%	100%

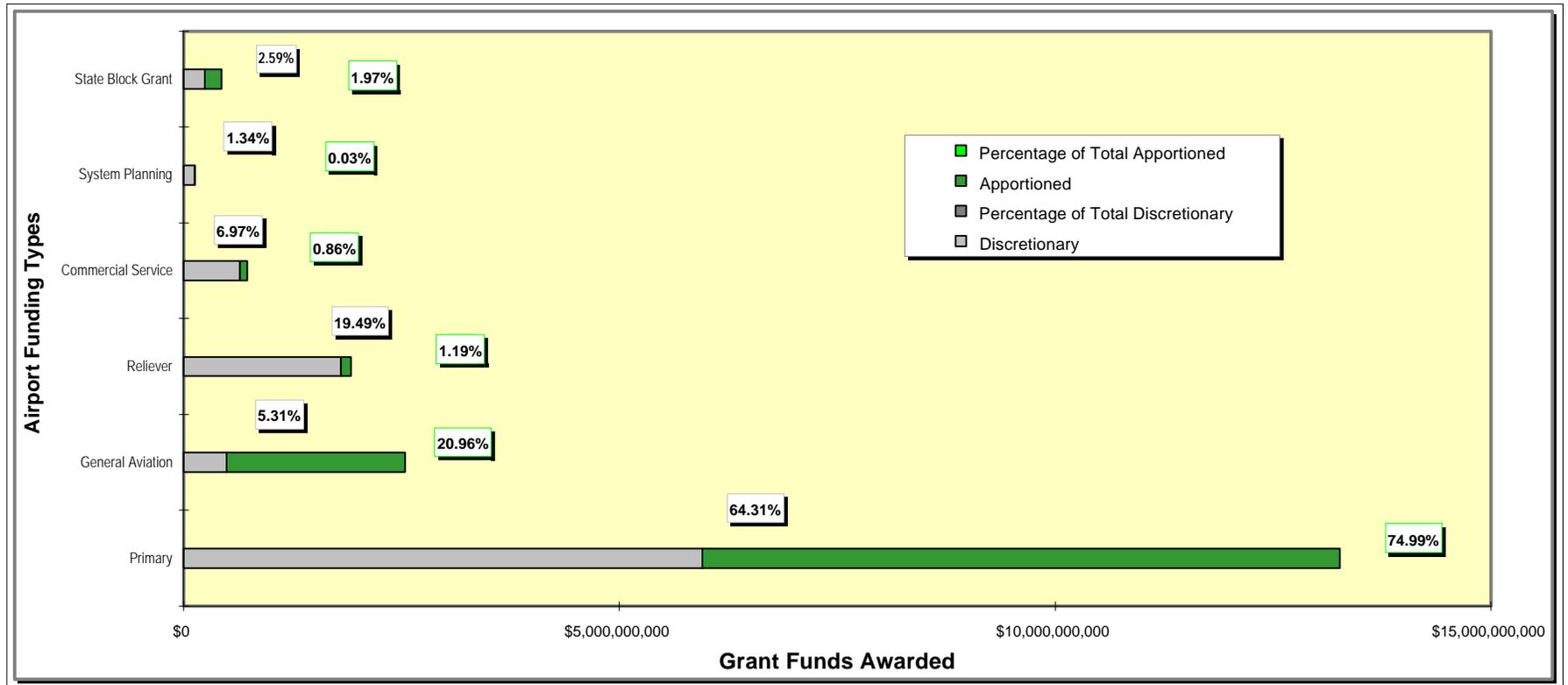


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Figure B-2

Airport Improvement Program
Fiscal Years 1946 – 1996
Cumulative Funds Awarded
(By Airport Funding Type)

Grant Funds Awarded	Primary	General Aviation	Reliever	Commercial Service	System Planning	State Block Grant Program	Totals
Discretionary	\$5,950,321,401	\$490,918,582	\$1,803,238,423	\$644,758,896	\$124,097,453	\$239,338,684	\$9,252,673,439
Percentage of Total Discretionary	64.31%	5.31%	19.49%	6.97%	1.34%	2.59%	100.00%
Apportioned	\$7,314,620,228	\$2,044,460,822	\$116,512,406	\$83,530,979	\$2,574,266	\$192,588,184	\$9,754,286,885
Percentage of Total Apportioned	74.99%	20.96%	1.19%	0.86%	0.03%	1.97%	100.00%
Total	\$13,264,941,629	\$2,535,379,404	\$1,919,750,829	\$728,289,875	\$126,671,719	\$431,926,868	\$19,006,960,324
Percentage of Total	69.79%	13.34%	10.10%	3.83%	0.67%	2.27%	100.00%



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Table B-1

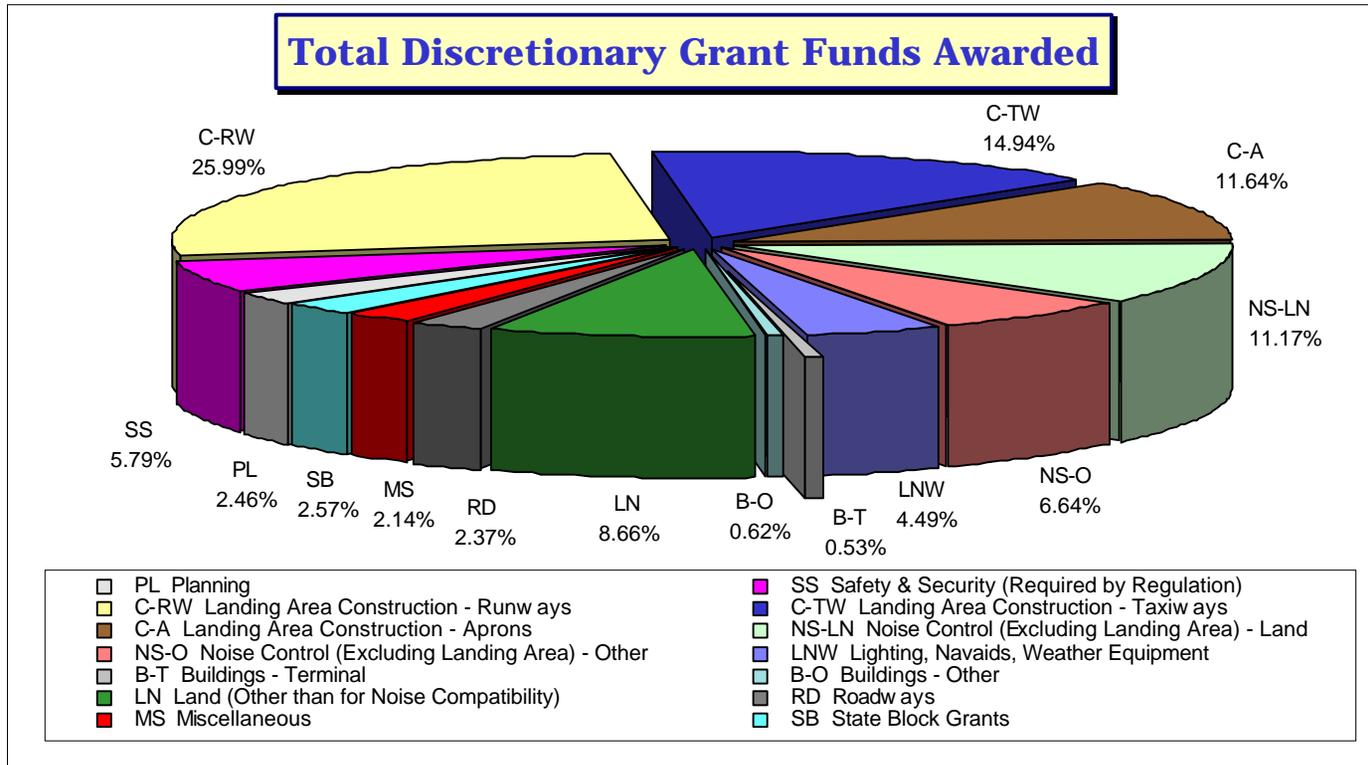
Airport Improvement Program
Fiscal Years 1982 – 1996
Cumulative Total Grants Awarded
(By Development/Planning Type and Funding Type)

Development/Planning Type		Discretionary Grant Funds		Apportioned Grant Funds		Combined Grant Funds Awarded	
Abbreviation	Description	Total Funds Awarded	Percentage of Total	Total Funds Awarded	Percentage of Total	Total Funds Awarded	Percentage of Total
PL	Planning	227,684,520	2.46%	143,427,048	1.47%	371,111,568	1.95%
SS	Safety & Security (Required by Regulation)	535,348,755	5.79%	611,298,157	6.27%	1,146,646,912	6.03%
C-RW	Landing Area Construction–Runways	2,404,925,508	25.98%	2,077,051,421	21.29%	4,481,976,929	23.58%
C-TW	Landing Area Construction–Taxiways	1,381,976,761	14.94%	1,654,889,647	16.97%	3,036,866,408	15.98%
C-A	Landing Area Construction–Aprons	1,077,144,381	11.64%	1,432,325,932	14.68%	2,509,470,313	13.20%
NS-LN	Noise Control (Excluding Landing Area)–Land	1,033,236,267	11.17%	344,014,840	3.53%	1,377,251,107	7.25%
NS-O	Noise Control (Excluding Landing Area)–Other	614,005,687	6.64%	137,501,210	1.41%	751,506,897	3.95%
LNW	Lighting, Navaids, Weather Equipment	415,019,630	4.49%	640,749,184	6.57%	1,055,768,814	5.56%
B-T	Buildings–Terminal	49,336,748	0.53%	742,213,967	7.61%	791,550,715	4.17%
B-O	Buildings–Other	57,491,436	0.62%	138,639,447	1.42%	196,130,883	1.03%
LN	Land (Other than for Noise Compatibility)	801,052,027	8.66%	684,816,852	7.02%	1,485,868,879	7.82%
RD	Roadways	219,578,823	2.37%	688,538,800	7.06%	908,117,623	4.78%
MS	Miscellaneous	197,974,212	2.14%	266,232,196	2.73%	464,206,408	2.44%
SB	State Block Grants	237,898,684	2.57%	192,588,184	1.97%	430,486,868	2.26%
	Total	\$9,252,673,439	100.00%	\$9,754,286,885	100.00%	19,006,960,324	100.00%

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Figure B-3

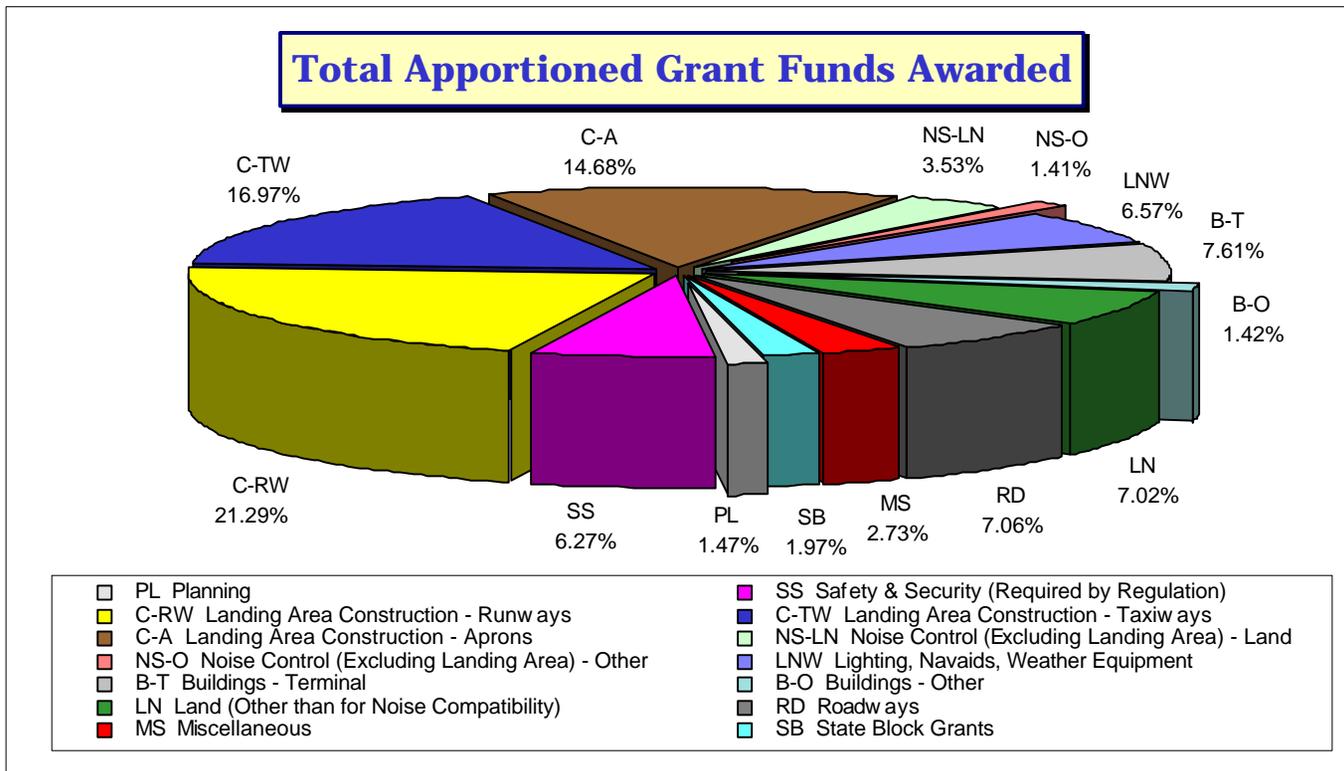
Airport Improvement Program
Fiscal Years 1982 - 1996
Cumulative Discretionary Grants Awarded
(By Development/Planning Type and Funding Type)



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Figure B-4

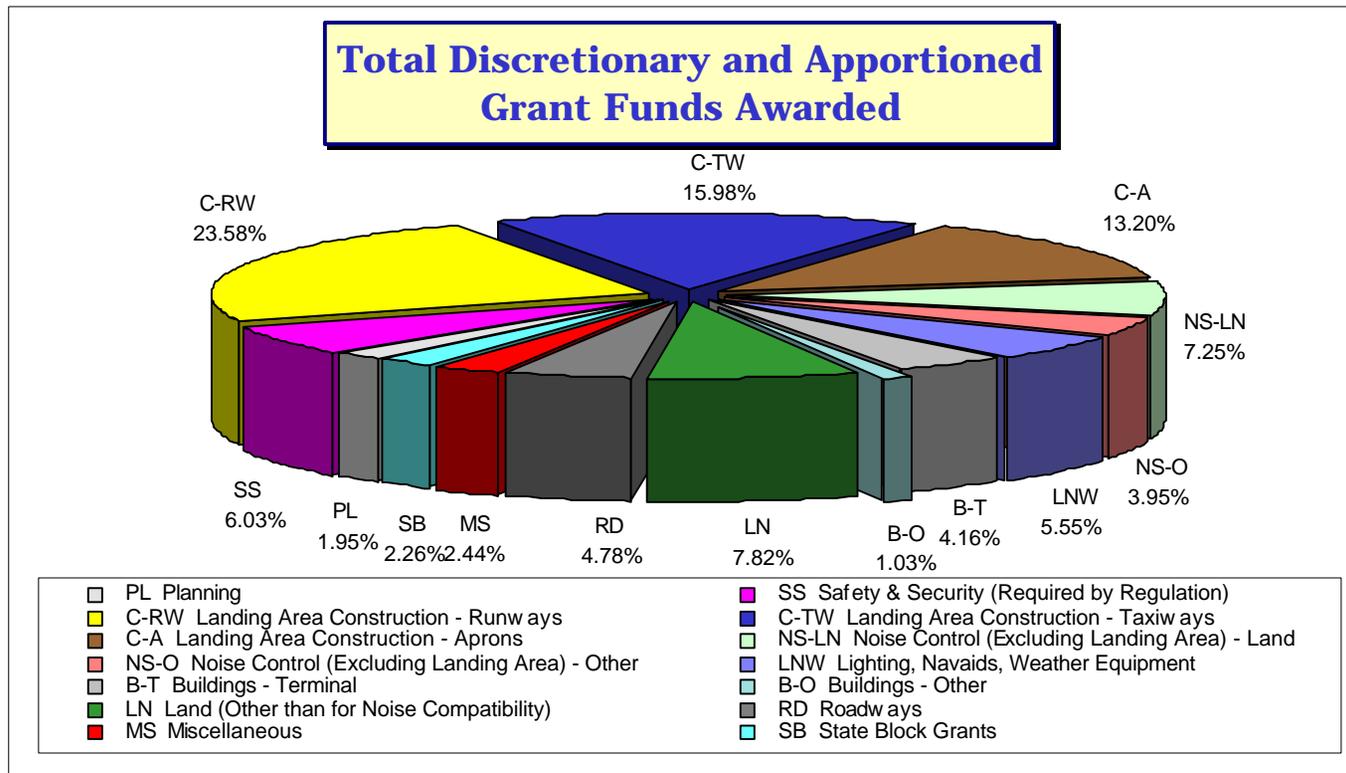
Airport Improvement Program
Fiscal Years 1982 - 1996
Cumulative Apportioned Grants Awarded
(By Development/Planning Type and Funding Type)



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Figure B-5

Airport Improvement Program
 Fiscal Years 1982 - 1996
**Cumulative Combined Discretionary and Apportioned Grant
 Funds Awarded**
 (By Development/Planning Type and Funding Type)



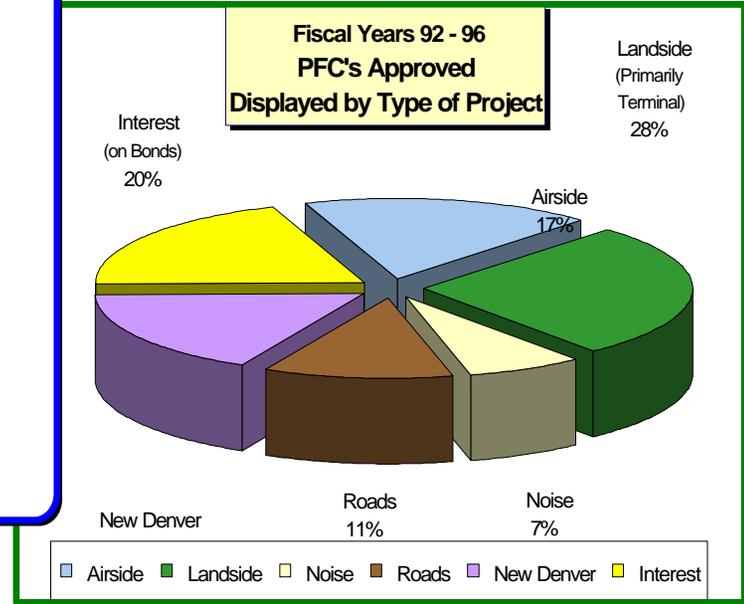
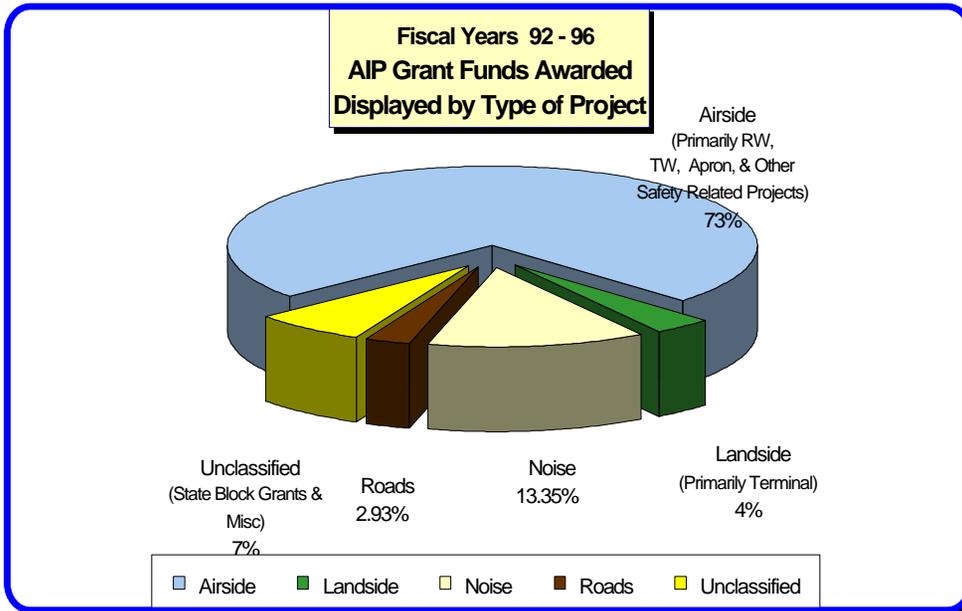
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Figure B-6

Airport Improvement Program
Fiscal Years 1992 - 1996
Cumulative Comparison of AIP to PFC
(For the Period PFC's Have Been in Use)

Cumulative Funds, FY 1992- FY 1996			
Airport Improvement Program		Passenger Facility Charge Program	
Development/Planning	Grant Funds Awarded	Development/Planning	PFC Funds Authorized
Airside (Primarily RW, TW, Apron, & Other Safety Related Projects)	\$6,064,418,052	Airside	\$2,359,260,943
Landside (Primarily Terminal)	\$370,666,938	Landside	\$3,730,223,774
Noise	\$1,011,851,317	Noise	\$940,609,874
Roads	\$282,694,672	Roads	\$1,536,232,234
Unclassified (State Block Grants & Misc)	\$464,181,619	New Denver	\$2,330,734,321
Total	\$8,193,812,598	Interest	\$2,686,143,495
		Total	\$13,583,204,641

Note: PFC Funds actually collected from FY 1992 thru FY 1996 were \$3.6 billion.

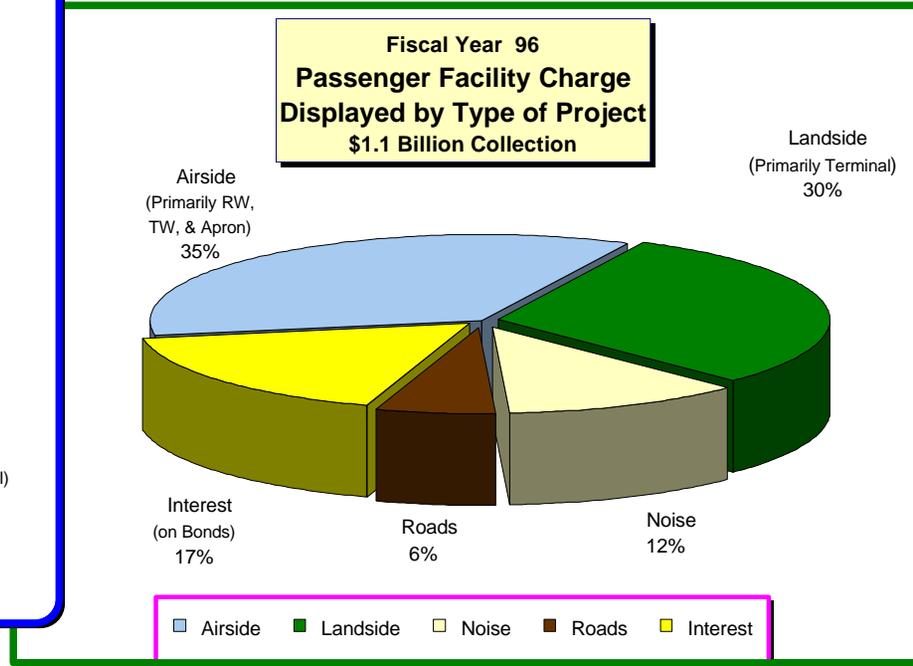
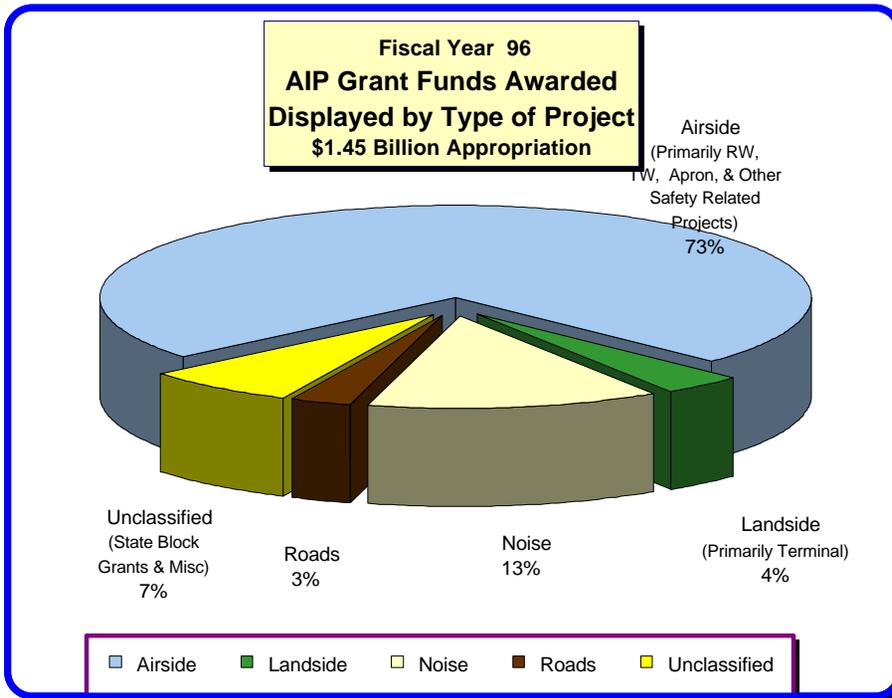


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Figure B-7

Airport Improvement Program
Fiscal Year 1996
Comparison of AIP to PFC Funding Approved

Approved Funds, FY 1996			
Airport Improvement Program		Passenger Facility Charge Program	
Development/Planning	Grant Funds Awarded	Development/Planning	PFC Funds Authorized
Airside	\$1,010,894,109	Airside	\$680,169,453
Landside	\$50,041,958	Landside	\$589,908,581
Noise	\$184,166,088	Landside Amendments	(\$5,685,473)
Roads	\$40,386,186	Noise	\$227,042,254
Unclassified	\$94,399,280	Noise Amendments	(\$20,003,221)
Total	\$1,379,887,621	Roads	\$115,600,714
		Roads Amendments	(\$189,580,498)
		Interest	\$334,357,276
		Total	\$1,731,809,086



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Table B-2

Airport Improvement Program
Fiscal Year 1996
Numbers of Grants Awarded and Total Amounts
(Excludes Amendments to Prior Year Grants)

Location	Primary	Commercial Service	Reliever	General Aviation	State Block (Multiple Projects)	System Plans	Total Grants Awarded							
Alabama	9	\$7,723,555	1	\$104,000	7	\$3,388,477	18	\$11,391,032						
Alaska	21	\$29,547,539	4	\$5,758,358	4	\$3,405,781	17	\$19,577,070	1	\$600,000	47	\$58,888,748		
American Samoa	1	\$225,000									1	\$225,000		
Arizona	8	\$29,566,432	1	\$500,000	3	\$7,308,000	9	\$2,957,416			21	\$40,331,848		
Arkansas	6	\$15,760,068			1	\$210,370	4	\$1,893,607		1	\$303,512	12	\$18,167,557	
California	30	\$61,017,209	3	\$2,283,562	5	\$8,501,916	14	\$13,304,953		5	\$850,000	57	\$85,957,640	
Colorado	13	\$37,905,982			2	\$2,756,344	6	\$4,639,717		2	\$215,534	23	\$45,517,577	
Connecticut	3	\$1,895,367			1	\$144,720	2	\$1,103,880				6	\$3,143,967	
Delaware							1	\$293,455				1	\$293,455	
District of Columbia										1	\$157,500	1	\$157,500	
Florida	20	\$45,888,649			6	\$10,898,560	7	\$7,266,386		1	\$993,796	34	\$65,047,391	
Georgia	14	\$36,231,733			5	\$5,442,131	10	\$3,510,918		1	\$100,000	30	\$45,284,782	
Guam	1	\$1,738,318										1	\$1,738,318	
Hawaii	10	\$18,571,387										10	\$18,571,387	
Idaho	2	\$1,881,461					5	\$2,118,390		1	\$125,854	8	\$4,125,705	
Illinois	24	\$51,975,092			1	\$14,000,000			4	\$19,532,167	1	\$426,000	30	\$85,933,259
Indiana	8	\$21,137,412			1	\$18,000	8	\$3,740,358		1	\$249,000	18	\$25,144,770	
Iowa	11	\$13,869,094	1	\$795,730	2	\$754,486	6	\$1,888,439		1	\$362,500	21	\$17,670,249	
Kansas	2	\$8,626,787	2	\$1,522,551	1	\$1,251,626	7	\$3,986,075		2	\$118,277	14	\$15,505,316	
Kentucky	8	\$39,868,600					8	\$2,285,504		1	\$300,000	17	\$42,454,104	
Louisiana	8	\$24,962,761					5	\$2,530,082		1	\$274,148	14	\$27,766,991	
Maine	2	\$1,960,968			1	\$1,324,485	6	\$1,328,065				9	\$4,613,518	
Maryland	5	\$7,192,658			2	\$3,150,593	4	\$1,509,846				11	\$11,853,097	
Massachusetts	7	\$12,406,946			3	\$983,000	4	\$2,042,798		2	\$281,436	16	\$15,714,180	
Michigan	19	\$44,002,720			1	\$349,736			2	\$9,460,273	1	\$300,000	23	\$54,112,729
Minnesota	13	\$18,473,879					4	\$5,585,938		2	\$344,997	19	\$24,404,814	
Mississippi	5	\$2,184,248					7	\$1,860,328				12	\$4,044,576	
Missouri	9	\$17,762,350	1	\$3,210,032	1	\$1,260,000			1	\$5,065,807	3	\$376,180	15	\$27,674,369
Montana	7	\$6,418,971					7	\$4,567,392		1	\$75,000	15	\$11,061,363	

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Table B-2

Airport Improvement Program
Fiscal Year 1996
Numbers of Grants Awarded and Total Amounts
(Excludes Amendments to Prior Year Grants)

Location	Primary	Commercial Service	Reliever	General Aviation	State Block (Multiple Projects)	System Plans	Total Grants Awarded							
Nebraska	4	\$8,920,449		6	\$2,455,350	1	\$43,043	11	\$11,418,842					
Nevada	8	\$15,847,178		2	\$6,262,611	4	\$2,732,389	1	\$150,000	15	\$24,992,178			
New Hampshire	6	\$6,894,621		1	\$461,070	4	\$569,770	1	\$80,000	12	\$8,005,461			
New Jersey	5	\$7,680,434		1	\$3,146,130			1	\$2,591,614	1	\$100,000	8	\$13,518,178	
New Mexico	6	\$10,911,396				5	\$3,073,093			1	\$224,511	12	\$14,209,000	
New York	29	\$35,886,394	4	\$3,862,830	11	\$8,352,136	14	\$5,450,650		1	\$300,000	59	\$53,852,010	
North Carolina	14	\$25,031,790						2	\$5,155,575	1	\$258,404	17	\$30,445,769	
North Dakota	6	\$2,824,970	3	\$460,080			3	\$1,706,891		1	\$125,000	13	\$5,116,941	
Northern Mariana	2	\$1,879,160								1	\$176,108	3	\$2,055,268	
Ohio	14	\$25,997,750	1	\$1,747,000	1	\$15,705	12	\$6,425,511				28	\$34,185,966	
Oklahoma	3	\$2,796,125	1	\$91,448	1	\$1,923,000	3	\$3,041,169		1	\$299,577	8	\$8,151,319	
Oregon	7	\$8,470,119					7	\$4,438,367		1	\$170,000	15	\$13,078,486	
Pennsylvania	16	\$49,891,762	1	\$89,100	4	\$5,039,588	12	\$4,382,415		3	\$498,093	36	\$59,900,958	
Puerto Rico	6	\$1,444,719										6	\$1,444,719	
Rhode Island	2	\$6,798,339			1	\$206,931	1	\$107,398				4	\$7,112,668	
South Carolina	6	\$8,235,352			1	\$1,400,000	8	\$2,968,600				15	\$12,603,952	
South Dakota	7	\$17,880,331	4	\$2,076,270			3	\$1,902,086				14	\$21,858,687	
Tennessee	8	\$23,860,673			2	\$2,259,600	6	\$2,439,045		1	\$172,800	17	\$28,732,118	
Texas	30	\$115,712,109			4	\$11,493,099			2	\$12,510,154	2	\$1,070,557	38	\$140,785,919
Utah	2	\$8,583,403	1	\$1,900,646	1	\$192,654	7	\$3,853,070		2	\$189,122	13	\$14,718,895	
Vermont	4	\$1,853,100					1	\$116,730				5	\$1,969,830	
Virgin Islands	3	\$5,377,242										3	\$5,377,242	
Virginia	12	\$23,499,380	1	\$2,500,000	1	\$531,450	4	\$2,537,766		2	\$1,338,263	20	\$30,406,859	
Washington	14	\$20,143,467			2	\$1,668,000	6	\$3,626,240		1	\$100,000	23	\$25,537,707	
West Virginia	9	\$14,785,737	1	\$375,000			6	\$831,539		1	\$1,794,859	17	\$17,787,135	
Wisconsin	9	\$11,970,421							2	\$6,453,631	1	\$150,000	12	\$18,574,052
Wyoming	8	\$4,755,744					4	\$2,271,986		1	\$224,490	13	\$7,252,220	
Grand Total	506	\$1,026,727,351	30	\$27,276,607	73	\$104,711,722	263	\$146,309,159	14	\$60,769,221	55	\$14,093,561	941	\$1,379,887,621

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Table B-3

Airport Improvement Program
Fiscal Year 1996

Comparison of Authorized and Appropriated Levels

(Dollars in Millions)

Funding Category	Funding Level as Authorized by Legislation			Funding Level as Appropriated for FY 1996		
	Used for Calculations	Actual And Derived Values	Category Totals	Used for Calculations	* Actual And Derived Values	* Category Totals
Other than Discretionary						
Apportionments						
Primary Airports Apportionment (Reduced for PFC)		\$558,415,272			\$428,226,519	
Returned Apportionments (RA) (Function of Apportionments)	\$151,257,817			\$116,366,611		
Cargo Airports Apportionment		\$77,490,000			\$38,945,243	
Alaskan Airports Supplemental		\$10,672,557			\$10,672,557	
States/Insular Areas		\$265,680,000			\$159,148,385	
Carryover Apportionments (Actual Value from Previous FY)		\$91,056,641			\$91,056,641	
Subtotal Apportionments			\$1,003,314,470			\$728,049,345
Small Airport Fund (SAF) (75% RA)		\$113,443,363			\$87,274,958	
Nonhub Commercial Service Airports (67% SAF)			\$75,628,909			\$58,186,123
General Aviation/Reliever Airports (33% SAF)			\$37,814,454			\$29,093,061
Subtotal Small Airport Fund						
Total Other than Discretionary						
Discretionary						
Set-Asides						
Noise Compatibility *		\$276,750,000			\$181,250,000	
Reliever (NTE \$48M)		\$110,700,000			\$48,000,000	
Nonprimary Commercial Service *		\$33,210,000			\$21,750,000	
Integrated Airport System Planning *		\$16,605,000			\$10,875,000	
Military Airports (NTE \$26M)		\$55,350,000			\$26,000,000	
Subtotal Set-Asides			\$492,615,000			\$287,875,000
Other Balances						
Small Hubs (12.5% RA)			\$18,907,227			\$14,546,531
Undesignated Discretionary (12.5% RA) (Incorporated in RD below)	\$18,907,227			\$14,546,531		
Subtotal Other Balances						
Remaining Discretionary (RD)		\$585,719,940			\$332,249,940	
Capacity/Safety/Security/Noise (75% RD) *			\$439,289,955			\$249,187,455
Undesignated Discretionary (25% RD) *			\$146,429,985			\$83,062,485
Total Discretionary						
GRAND TOTAL			\$2,214,000,000			\$1,450,000,000

* When less than full funding is provided, legislation requires adjustments to various funding categories to achieve minimums for specified categories. These are described below. Due to the Cap on the Relievers and Military Airport Program Totals, \$25,467,744 of the excess funds above the Cap were redistributed to meet statutory minimums. Of this amount, \$15,470,426 went to Noise; \$1,856,451 to Commercial Service; and \$928,226 went to Integrated System Planning. The remaining \$7,249,940 excess funds were distributed to Capacity/Safety/Security/Noise and the Remaining Discretionary funds. These distributions were necessary to comply with the intent of Congress as detailed in the Conference Report.

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Table B-4

**Airport Improvement Program
Fiscal Years 1982 – 1996
Grant Funding Authorizations, Obligation Limitations, and Obligations**
(Dollars in Millions)

Fiscal Year	Congressional Authorization ¹	Appropriations Act Limitation on Obligations	Gross Obligations ^{6,8}	Total \$ Amount New Grants Awarded	Total Number New Grants Awarded
1982	\$450.0	\$450.0	\$412.5 ⁷	\$412.5	651
1983	\$800.0	\$804.5 ²	\$805.8	\$736.0	1082
1984	\$993.5	\$800.0 ³	\$811.5	\$739.2	1104
1985	\$987.0	\$925.0	\$934.7	\$848.7	1160
1986	\$1017.0	\$885.2 ⁴	\$906.1	\$782.0	1083
1987	\$1017.2	\$1025.0 ⁵	\$1053.0	\$919.4	1173
1988	\$1700.0	\$1268.7	\$1289.8	\$1278.3	1251
1989	\$1700.0	\$1400.0	\$1430.4	\$1279.3	1258
1990	\$1700.0	\$1425.0	\$1453.1	\$1284.5	1152
1991	\$1800.0	\$1800.0	\$1835.7	\$1670.3	1404
1992	\$1900.0	\$1900.0	\$1954.5	\$1765.0	1507
1993	\$2025.0	\$1800.0	\$1875.2	\$1829.8	1434
1994	\$2970.3	\$1690.0	\$1730.7	\$1702.2	1318
1995	\$2161.0	\$1450.0	\$1500.8	\$1418.2	1047
1996	\$2214.0	\$1450.0	\$1506.4	\$1379.9	941

¹ The Surface Transportation Assistance Act of 1982 (STAA) increased authorizations by \$200.0 million in FY 83 and FY 84 and another \$75.0 million in FY 85. The projects approved under this authorization were referred to as "Jobs Bill Projects" since they were appropriated by the Emergency Jobs Bill (Public Law 98-8).

² The FY 83 appropriation includes \$600.0 million of the \$800.0 authorized and \$150.0 million of the \$200.0 million authorized by the STAA and appropriated under the Emergency Jobs Bill (Public Law 98-8), plus another \$54.5 million of unrequested entitlements carried over from prior years.

³ The FY 84 appropriation includes \$793.5 million of the \$993.5 authorized and \$6.5 million of the \$200 million authorized by the STAA and appropriated under the Emergency Jobs Bill (Public Law 98-8).

⁴ The FY 86 appropriation includes \$885.2 million of the \$925.0 million authorized and was reduced by P.L. 99-177, Balanced Budget and Emergency Deficit Control Act.

⁵ The FY 87 appropriation includes the \$1,000.0 million authorized plus a \$25.0 million supplemental appropriation, P.L. 100-71, July 1987.

⁶ Gross obligations include current year funds plus reobligations of funds recovered from adjustments to prior year projects. The difference between yearly gross obligations and new grants are attributed to increases to existing grant agreements.

⁷ Includes ADAP entitlements that were authorized to be continued under the Airport Improvement Program (AIP). FY 82 data do not include an FY 82 grant to Reno, Nevada (Cannon International), for \$5.1 million funded with FY 82 funds authorized prior to approval of the AIP.

⁸ Not included in above figures are reobligated funds recovered from adjustments to obligations made under the ADAP program authorized from FY 70-81. Legislation allowed use of recovered ADAP funds for ADAP grant increases up to a maximum of 10 percent of the original grant amount. For each FY from 82 through 93, the reobligations have been \$7.1, \$6.7, \$7.1, \$5.2, \$4.0, \$6.7, \$2.7, \$3.1, \$1.1, \$0.4, \$0.2, and \$0.1 million, respectively.

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Table B-5

Airport Improvement Program
Fiscal Year 1996

CY 94 Passenger Boardings For Primary Hub Airports Compared to CY 93

Data Used For Determining FY 1995 and FY 1996 Primary Apportionments

(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 94	CY 93						CY 94	Change	CY 93

Large Hub Airports

1	1	IL	Chicago	Chicago O'Hare International	ORD	#	31,285,725	2.93%	30,394,589
2	2	TX	Dallas-Fort Worth	Dallas/Fort Worth International	DFW	#	26,229,812	4.27%	25,154,542
3	4	GA	Atlanta	The William B Hartsfield Atlanta International	ATL		26,126,457	12.89%	23,143,454
4	3	CA	Los Angeles	Los Angeles International	LAX	#	25,081,546	7.43%	23,346,093
5	5	CA	San Francisco	San Francisco International	SFO		16,544,351	6.75%	15,497,824
6	6	CO	Denver	Stapleton International	DEN	#	15,772,858	2.94%	15,322,837
7	7	FL	Miami	Miami International	MIA	#	14,742,476	5.07%	14,030,586
8	9	NJ	Newark	Newark International	EWR	#	13,944,647	8.79%	12,817,855
9	8	NY	New York	John F Kennedy International	JFK	#	13,916,470	6.91%	13,016,655
10	10	MI	Detroit	Detroit Metropolitan Wayne County	DTW	#	12,996,818	10.81%	11,728,826
11	11	AZ	Phoenix	Phoenix Sky Harbor International	PHX		12,723,855	10.16%	11,549,889
12	15	NV	Las Vegas	Mc Carran International	LAS	#	12,697,219	18.44%	10,720,746
13	12	MA	Boston	General Edward Lawrence Logan International	BOS	#	11,891,815	4.42%	11,388,184
14	17	MO	St Louis	Lambert-St Louis International	STL	#	11,662,572	17.37%	9,936,980
15	13	MN	Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain	MSP	#	11,541,428	4.65%	11,028,723

Table B-5

Airport Improvement Program
Fiscal Year 1996

CY 94 Passenger Boardings For Primary Hub Airports Compared to CY 93

Data Used For Determining FY 1995 and FY 1996 Primary Apportionments

(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings			
CY 94	CY 93						CY 94	Change	CY 93	
→	→	→	→	→	→	→	→	→	→	→
16	14	HI	Honolulu	Honolulu International	HNL		11,177,941	2.74%	10,880,076	
17	16	FL	Orlando	Orlando International	MCO	#	10,689,225	4.32%	10,246,596	
18	19	TX	Houston	Houston Intercontinental	IAH		10,659,855	12.00%	9,517,842	
19	22	NC	Charlotte	Charlotte/Douglas International	CLT		10,384,400	19.68%	8,676,982	
20	18	NY	New York	LaGuardia	LGA	#	10,332,083	7.00%	9,656,182	
21	20	WA	Seattle	Seattle-Tacoma International	SEA	#	10,251,003	11.12%	9,224,990	
22	21	PA	Pittsburgh	Pittsburgh International	PIT		9,836,058	6.74%	9,214,761	
23	23	PA	Philadelphia	Philadelphia International	PHL	#	8,560,007	5.27%	8,131,685	
24	25	UT	Salt Lake City	Salt Lake City International	SLC	#	8,222,953	10.96%	7,410,707	
25	24	VA	Arlington, VA/ Washington, DC	Washington National	DCA	#	7,466,574	-1.77%	7,601,299	
26	26	KY	Covington/ Cincinnati, OH	Cincinnati/Northern Kentucky International	CVG	#	6,815,549	10.86%	6,147,728	
27	27	CA	San Diego	San Diego International- Lindbergh Field	SAN	#	6,446,054	8.47%	5,942,493	
28	31	MD	Baltimore	Baltimore-Washington International	BWI	#	6,326,111	35.16%	4,680,395	
29	29	FL	Tampa	Tampa International	TPA	#	5,966,367	18.22%	5,046,940	
Subtotal Large Hub Airports							380,292,229			

Table B-5

Airport Improvement Program
Fiscal Year 1996

CY 94 Passenger Boardings For Primary Hub Airports Compared to CY 93

Data Used For Determining FY 1995 and FY 1996 Primary Apportionments

(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings			
CY 94	CY 93						CY 94	Change	CY 93	
→	→	→	→	→	→	→	→	→	→	→
Medium Hub Airports										
30	28	VA	Chantilly, VA/ Washington, DC	Washington Dulles International	IAD	#	5,541,883	6.65%	5,196,150	
31	34	OH	Cleveland	Cleveland-Hopkins International	CLE	#	5,278,267	19.68%	4,410,471	
32	32	FL	Fort Lauderdale	Fort Lauderdale/ Hollywood International	FLL	#	5,240,910	16.14%	4,512,638	
33	36	OR	Portland	Portland International	PDX	#	4,922,721	16.09%	4,240,590	
34	35	PR	San Juan	Luis Munoz Marin International	SJU	#	4,614,864	5.20%	4,386,742	
35	30	NC	Raleigh/Durham	Raleigh-Durham International	RDU		4,518,224	-6.13%	4,813,175	
36	38	MO	Kansas City	Kansas City International	MCI		4,476,342	12.94%	3,963,487	
37	33	TN	Nashville	Nashville International	BNA	#	4,306,043	-4.55%	4,511,379	
38	45	IL	Chicago	Chicago Midway	MDW	#	4,213,496	38.09%	3,051,253	
39	41	CA	San Jose	San Jose International	SJC	#	4,148,590	21.66%	3,410,052	
40	40	CA	Oakland	Metropolitan Oakland International	OAK	#	4,077,471	11.41%	3,659,896	
41	42	LA	New Orleans	New Orleans International/ Moisant Field	MSY	#	4,065,319	19.84%	3,392,421	
42	39	TN	Memphis	Memphis International	MEM	#	3,980,754	4.73%	3,800,957	
43	37	TX	Houston	William P Hobby	HOU		3,917,876	-3.63%	4,065,343	
44	43	TX	Dallas	Dallas Love Field	DAL		3,435,196	7.25%	3,202,850	

Table B-5

Airport Improvement Program
Fiscal Year 1996

CY 94 Passenger Boardings For Primary Hub Airports Compared to CY 93

Data Used For Determining FY 1995 and FY 1996 Primary Apportionments
(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 94	CY 93						CY 94	Change	CY 93
→	→	→	→	→	→	→	→	→	→
45	46	CA	Santa Ana	John Wayne Airport-Orange County	SNA		3,320,671	10.52%	3,004,499
46	47	IN	Indianapolis	Indianapolis International	IND	#	3,243,978	9.63%	2,959,088
47	44	CA	Ontario	Ontario International	ONT	#	3,211,483	3.00%	3,117,833
48	49	NM	Albuquerque	Albuquerque International	ABQ		3,082,668	9.88%	2,805,569
49	48	TX	San Antonio	San Antonio International	SAT		3,041,945	6.52%	2,855,844
50	50	CA	Sacramento	Sacramento Metropolitan	SMF	#	2,957,743	11.57%	2,651,133
51	51	OH	Columbus	Port Columbus International	CMH	#	2,777,968	9.13%	2,545,523
52	52	FL	West Palm Beach	Palm Beach International	PBI	#	2,774,755	9.31%	2,538,353
53	53	HI	Kahului	Kahului	OGG		2,682,347	9.39%	2,452,171
54	54	NV	Reno	Reno Cannon International	RNO	#	2,591,186	10.00%	2,355,638
55	56	TX	Austin	Robert Mueller Municipal	AUS	#	2,544,321	10.38%	2,305,003
56	57	WI	Milwaukee	General Mitchell International	MKE	#	2,492,972	10.34%	2,259,325
57	58	CA	Burbank	Burbank-Glendale-Pasadena	BUR	#	2,414,219	11.11%	2,172,791
58	55	CT	Windsor Locks	Bradley International	BDL	#	2,359,592	1.60%	2,322,392
59	59	AK	Anchorage	Anchorage International	ANC		2,218,557	10.82%	2,001,983
60	60	FL	Fort Myers	Southwest Florida International	RSW	#	1,967,036	8.37%	1,815,112
61	65	FL	Jacksonville	Jacksonville International	JAX	#	1,944,628	36.98%	1,419,663
62	78	NC	Greensboro	Piedmont Triad International	GSO		1,925,268	83.28%	1,050,459
63	61	TX	El Paso	El Paso International	ELP		1,874,490	6.12%	1,766,361

Table B-5

Airport Improvement Program
Fiscal Year 1996

CY 94 Passenger Boardings For Primary Hub Airports Compared to CY 93

Data Used For Determining FY 1995 and FY 1996 Primary Apportionments

(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 94	CY 93						CY 94	Change	CY 93
→	→	→	→	→	→	→	→	→	→
64	62	NY	Buffalo	Greater Buffalo International	BUF	#	1,823,623	13.78%	1,602,714
65	66	VA	Norfolk	Norfolk International	ORF		1,721,333	30.35%	1,320,542
66	63	OK	Oklahoma City	Will Rogers World	OKC		1,659,337	8.50%	1,529,297
67	68	KY	Louisville	Standiford Field	SDF		1,654,961	37.24%	1,205,901
68	67	AZ	Tucson	Tucson International	TUS		1,627,912	24.18%	1,310,893
69	64	OK	Tulsa	Tulsa International	TUL	#	1,570,034	7.14%	1,465,368
Subtotal Medium Hub Airports							126,220,983		
Small Hub Airports									
70	70	GU	Agana	Agana NAS	NGM	#	1,384,958	18.35%	1,170,191
71	71	WA	Spokane	Spokane International	GEG	#	1,339,628	15.10%	1,163,858
72	80	OH	Dayton	James M Cox Dayton International	DAY	#	1,334,001	28.91%	1,034,862
73	69	NY	Rochester	Greater Rochester International	ROC		1,300,975	10.18%	1,180,752
74	73	AR	Little Rock	Adams Field	LIT	#	1,241,360	11.11%	1,117,223
75	76	NE	Omaha	Eppley Airfield	OMA		1,231,633	15.50%	1,066,343
76	72	RI	Providence	Theodore Francis Green State	PVD	#	1,218,681	7.52%	1,133,430
77	81	VA	Richmond	Richmond International (Byrd Field)	RIC	#	1,141,629	12.27%	1,016,898
78	75	HI	Kailua/Kona	Keahole-Kona International	KOA		1,128,601	3.58%	1,089,557
79	79	AL	Birmingham	Birmingham International	BHM		1,120,957	7.19%	1,045,764

Table B-5

Airport Improvement Program
Fiscal Year 1996

CY 94 Passenger Boardings For Primary Hub Airports Compared to CY 93

Data Used For Determining FY 1995 and FY 1996 Primary Apportionments

(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings			
CY 94	CY 93						CY 94	Change	CY 93	
→	→	→	→	→	→	→	→	→	→	→
80	77	NY	Albany	Albany County	ALB	#	1,107,669	5.04%	1,054,565	
81	84	HI	Lihue	Lihue	LIH		1,096,584	26.52%	866,750	
82	74	NY	Syracuse	Syracuse Hancock International	SYR	#	1,051,245	-4.04%	1,095,540	
83	85	ID	Boise	Boise Air Terminal /Gowen Field	BOI	#	953,425	22.02%	781,343	
84	91	SC	Charleston	Charleston AFB/International	CHS		892,095	34.29%	664,295	
85	83	FL	Sarasota/Bradenton	Sarasota/Bradenton International	SRQ	#	864,108	-1.52%	877,433	
86	86	CO	Colorado Springs	City Of Colorado Springs Municipal	COS	#	790,896	4.32%	758,152	
87	87	MI	Grand Rapids	Kent County International	GRR	#	789,051	9.37%	721,463	
88	98	SC	Greer	Greenville-Spartanburg	GSP		766,654	29.88%	590,279	
89	90	HI	Hilo	Hilo International	ITO		704,141	4.79%	671,929	
90	89	PA	Middletown/Harrisburg	Harrisburg International	MDT		702,494	4.10%	674,834	
91	88	IA	Des Moines	Des Moines International	DSM	#	681,033	0.56%	677,216	
92	92	TN	Knoxville	Mc Ghee Tyson	TYS	#	652,713	-0.63%	656,830	
93	96	CM	Obyan	Saipan International	GSN		639,137	7.68%	593,544	
94	82	ME	Bangor	Bangor International	BGR	#	622,503	-30.73%	898,722	
95	94	TX	Lubbock	Lubbock International	LBB	#	612,741	1.93%	601,166	
96	93	VI	Charlotte Amalie	Cyril E King	STT	#	612,242	-4.43%	640,642	
97	99	NY	Islip	Long Island Mac Arthur	ISP	#	600,827	6.12%	566,186	
98	104	SC	Columbia	Columbia Metropolitan	CAE	#	596,487	19.01%	501,210	

Table B-5

Airport Improvement Program
Fiscal Year 1996

CY 94 Passenger Boardings For Primary Hub Airports Compared to CY 93

Data Used For Determining FY 1995 and FY 1996 Primary Apportionments

(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City		Airport Name		ID	PFC	Passenger Boardings		
CY 94	CY 93								CY 94	Change	CY 93
→	→	→	→	→	→	→	→	→	→	→	→
99	97	ME	Portland		Portland International Jetport	PWM	#	577,803	-2.53%	592,827	
100	105	GA	Savannah		Savannah International	SAV	#	576,489	16.69%	494,029	
101	114	FL	Pensacola		Pensacola Regional	PNS	#	575,797	31.94%	436,421	
102	101	TX	Midland		Midland International	MAF	#	559,817	2.54%	545,939	
103	95	KS	Wichita		Wichita Mid-Continent	ICT	#	555,378	-7.20%	598,477	
104	106	TX	Corpus Christi		Corpus Christi International	CRP	#	519,632	6.83%	486,391	
105	113	FL	Tallahassee		Tallahassee Regional	TLH	#	513,666	16.47%	441,018	
106	103	AZ	Grand Canyon		Grand Canyon National Park	GCN		509,592	1.55%	501,816	
107	102	TX	Harlingen		Rio Grande Valley International	HRL		509,152	-4.30%	532,024	
108	100	WI	Madison		Dane County Regional-Truax Field	MSN	#	504,812	-10.21%	562,227	
109	108	CA	Fresno		Fresno Air Terminal	FAT		489,489	4.77%	467,223	
110	115	CA	Palm Springs		Palm Springs Regional	PSP	#	479,756	12.01%	428,300	
111	112	TX	Amarillo		Amarillo International	AMA		469,014	4.80%	447,531	
112	111	PA	Allentown		Lehigh Valley International	ABE	#	463,399	3.27%	448,706	
113	107	NY	White Plains		Westchester County	HPN	#	456,668	-2.83%	469,987	
114	122	NH	Manchester		Manchester	MHT	#	454,574	15.05%	395,117	
115	132	FL	St Petersburg/ Clearwater		St Petersburg/ Clearwater International	PIE		441,075	42.08%	310,449	

Table B-5

Airport Improvement Program
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CY 94 Passenger Boardings For Primary Hub Airports Compared to CY 93

Data Used For Determining FY 1995 and FY 1996 Primary Apportionments

(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings			
CY 94	CY 93						CY 94	Change	CY 93	
→	→	→	→	→	→	→	→	→	→	→
116	120	VT	Burlington	Burlington International	BTV		431,706	5.71%	408,385	
117	118	IN	South Bend	Michiana Regional Transportation Center	SBN	#	430,319	4.10%	413,371	
118	109	AL	Huntsville	Huntsville International- Carl T Jones Field	HSV	#	426,849	-7.36%	460,737	
119	110	KY	Lexington	Blue Grass	LEX	#	424,334	-7.85%	460,458	
120	117	LA	Baton Rouge	Baton Rouge Metropolitan, Ryan Field	BTR	#	422,089	1.43%	416,141	
121	119	FL	Daytona Beach	Daytona Beach Regional	DAB	#	407,129	-0.87%	410,700	
122	116	MS	Jackson	Jackson International	JAN	#	405,194	-2.66%	416,266	
123	124	NY	Newburgh	Stewart International	SWF	#	398,332	5.16%	378,782	
124	123	IA	Cedar Rapids	Cedar Rapids Municipal	CID	#	393,827	1.77%	386,976	
125	127	VA	Roanoke	Roanoke Regional/Woodrum Field	ROA		371,366	13.44%	327,361	
126	121	NJ	Atlantic City	Atlantic City International	ACY		365,707	-7.97%	397,371	
127	126	AL	Mobile	Mobile Regional	MOB		350,065	-2.10%	357,568	
128	134	AK	Fairbanks	Fairbanks International	FAI		345,148	11.55%	309,412	
129	128	AK	Juneau	Juneau International	JNU		344,500	5.45%	326,701	
130	133	MO	Springfield	Springfield Regional	SGF	#	344,278	11.26%	309,440	
131	129	IN	Fort Wayne	Fort Wayne International	FWA	#	343,332	5.27%	326,143	
132	142	NC	Asheville	Asheville Regional	AVL	#	340,069	22.22%	278,240	

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(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings			
CY 94	CY 93						CY 94	Change	CY 93	
→	→	→	→	→	→	→	→	→	→	→
133	146	TX	Mc Allen	Mc Allen Miller International	MFE		338,829	24.47%	272,211	
134	131	LA	Shreveport	Shreveport Regional	SHV	#	337,539	5.50%	319,940	
135	125	OR	Eugene	Mahlon Sweet Field	EUG	#	336,517	-8.15%	366,376	
136	130	FL	Melbourne	Melbourne Regional	MLB		327,215	1.90%	321,125	
137	144	SC	Myrtle Beach	Myrtle Beach Jetport	MYR		317,059	15.49%	274,531	
138	136	MT	Billings	Billings Logan International	BIL	#	309,985	1.96%	304,026	
139	141	MI	Lansing	Capital City	LAN	#	305,685	8.34%	282,158	
140	135	TN	Chattanooga	Lovell Field	CHA	#	290,315	-6.17%	309,402	
Subtotal Small Hub Airports							44,941,969			
Nonhub Airports										
141	147	SD	Sioux Falls	Joe Foss Field	FSD		286,605	6.09%	270,155	
142	139	IL	Moline	Quad-City	MLI	#	278,974	-4.01%	290,639	
143	140	OH	Toledo	Toledo Express	TOL	#	275,297	-4.06%	286,935	
144	149	CA	Santa Barbara	Santa Barbara Municipal	SBA		274,549	5.14%	261,130	
145	143	MI	Kalamazoo	Kalamazoo/Battle Creek International	AZO		269,229	-2.94%	277,398	
146	145	WI	Green Bay	Austin Straubel International	GRB	#	267,408	-2.04%	272,976	
147	150	MI	Saginaw	Tri City International	MBS		265,109	3.90%	255,158	
148	159	FL	Key West	Key West International	EYW	#	251,288	14.46%	219,540	

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Data Used For Determining FY 1995 and FY 1996 Primary Apportionments

(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings			
CY 94	CY 93						CY 94	Change	CY 93	
→	→	→	→	→	→	→	→	→	→	→
149	176	MS	Gulfport	Gulfport-Biloxi Regional	GPT	#	248,171	52.96%	162,250	
150	148	OH	Akron	Akron-Canton Regional	CAK	#	247,674	-7.01%	266,342	
151	137	VI	Christiansted	Alexander Hamilton	STX	#	247,353	-16.39%	295,839	
152	138	CA	Long Beach	Long Beach (Daugherty Field)	LGB		247,022	-15.89%	293,698	
153	151	CO	Aspen	Aspen-Pitkin County/Sardy Field	ASE	#	242,736	-3.69%	252,025	
154	158	NE	Lincoln	Lincoln Municipal	LNK		240,904	9.53%	219,949	
155	164	AR	Fayetteville	Drake Field	FYV		224,685	10.50%	203,344	
156	155	WV	Charleston	Yeager	CRW	#	223,886	-1.79%	227,966	
157	154	PA	Wilkes-Barre/Scranton	Wilkes-Barre/Scranton International	AVP	#	221,336	-3.94%	230,410	
158	156	TN	Bristol/Johnson City/ Kingsport	Tri-City Regional	TRI		219,744	-2.20%	224,694	
159	168	NC	Wilmington	New Hanover International	ILM	#	217,529	18.05%	184,273	
160	157	IN	Evansville	Evansville Regional	EVV		217,212	-1.49%	220,495	
161	153	GA	Augusta	Bush Field	AGS		217,180	-10.48%	242,599	
162	163	CA	Monterey	Monterey Peninsula	MRY	#	214,083	2.39%	209,079	
163	162	ND	Fargo	Hector International	FAR		211,644	-0.89%	213,550	
164	160	AL	Montgomery	Dannelly Field	MGM		202,316	-6.82%	217,116	
165	161	IL	Peoria	Greater Peoria Regional	PIA	#	198,106	-7.39%	213,907	
166	172	MA	Nantucket	Nantucket Memorial	ACK		197,767	9.73%	180,224	

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(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City		Airport Name		ID	PFC	Passenger Boardings		
CY 94	CY 93								CY 94	Change	CY 93
→	→	→	→	→	→	→	→	→	→	→	→
167	170	WA	Pasco		Tri-Cities	PSC	#	194,054	6.91%	181,510	
168	167	NC	Fayetteville		Fayetteville Regional/Grannis Field	FAY		192,540	2.23%	188,335	
169	169	FL	Gainesville		Gainesville Regional	GNV		191,792	4.80%	183,009	
170	166	WI	Appleton		Outagamie County	ATW	#	185,633	-2.61%	190,600	
171	173	FL	Valparaiso		Eglin AFB	VPS		185,216	2.90%	179,998	
172	165	SD	Rapid City		Rapid City Regional	RAP		184,276	-4.26%	192,484	
173	174	MT	Bozeman		Gallatin Field	BZN	#	171,991	-1.81%	175,162	
174	171	WY	Jackson		Jackson Hole	JAC	#	170,334	-6.11%	181,418	
175	175	MT	Missoula		Missoula International	MSO	#	167,983	1.03%	166,274	
176	180	VA	Newport News		Newport News/ Williamsburg International	PHF		166,786	8.68%	153,460	
177	183	VA	Charlottesville		Charlottesville-Albemarle	CHO	#	159,267	5.94%	150,343	
178	178	NY	Binghamton		Binghamton Regional/ Edwin A Link Field	BGM	#	158,916	0.86%	157,554	
179	186	MI	Traverse City		Cherry Capital	TVC		155,152	7.97%	143,702	
180	179	OR	Medford		Medford-Jackson County	MFR	#	152,438	-1.42%	154,626	
181	177	FL	Panama City		Panama City-Bay County International	PFN	#	151,076	-4.99%	159,012	
182	191	MA	Hyannis		Barnstable Municipal-Boardman/ Polando Field	HYA		150,498	9.04%	138,018	

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Data Used For Determining FY 1995 and FY 1996 Primary Apportionments

(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings			
CY 94	CY 93						CY 94	Change	CY 93	
→	→	→	→	→	→	→	→	→	→	→
183	192	LA	Lafayette	Lafayette Regional	LFT	#	150,383	9.96%	136,761	
184	184	AK	Ketchikan	Ketchikan International	KTN		147,973	1.06%	146,414	
185	182	MN	Rochester	Rochester Municipal	RST		147,818	-1.84%	150,588	
186	181	CO	Grand Junction	Walker Field	GJT	#	145,024	-4.40%	151,695	
187	190	ND	Bismarck	Bismarck Municipal	BIS		134,860	-3.36%	139,553	
188	188	PA	Erie	Erie International	ERI	#	134,796	-3.78%	140,085	
189	189	IL	Champaign/Urbana	University Of Illinois-Willard	CMI		131,671	-5.73%	139,681	
190	187	MI	Flint	Bishop International	FNT	#	128,970	-8.65%	141,176	
191	185	NV	Elko	Elko Municipal-J.C. Harris Field	EKO		128,914	-11.51%	145,681	
192	196	MN	Duluth	Duluth International	DLH	#	127,479	-0.85%	128,570	
193	197	CT	New Haven	Tweed-New Haven	HVN	#	126,328	-0.75%	127,279	
194	211	PR	Aguadilla	Rafael Hernandez	BQN	#	124,524	19.07%	104,580	
195	199	MT	Great Falls	Great Falls International	GTF	#	124,461	-0.28%	124,816	
196	201	LA	Monroe	Monroe Regional	MLU		123,093	2.30%	120,325	
197	194	WI	Mosinee	Central Wisconsin	CWA	#	122,936	-5.57%	130,188	
198	193	IL	Springfield	Capital	SPI	#	120,380	-8.89%	132,125	
199	203	TX	Beaumont/Port Arthur	Jefferson County	BPT	#	119,998	5.22%	114,050	
200	195	HI	Kaunakakai	Molokai	MKK		119,431	-8.17%	130,060	
201	209	AK	Kenai	Kenai Municipal	ENA		118,697	11.53%	106,426	

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(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings			
CY 94	CY 93						CY 94	Change	CY 93	
→	→	→	→	→	→	→	→	→	→	→
202	202	WA	Bellingham	Bellingham International	BLI	#	117,792	-0.45%	118,328	
203	198	ID	Idaho Falls	Fanning Field	IDA	#	117,269	-6.26%	125,105	
204	204	CA	Bakersfield	Meadows Field	BFL	#	114,278	1.51%	112,582	
205	216	AK	Bethel	Bethel	BET		112,332	15.50%	97,257	
206	200	GA	Columbus	Columbus Metropolitan	CSG	#	112,017	-9.78%	124,160	
207	215	CA	San Luis Obispo	San Luis Obispo County- Mc Chesney Field	SBP	#	110,922	11.02%	99,911	
208	208	NY	Ithaca	Tompkins County	ITH	#	110,466	3.19%	107,056	
209	222	MT	Kalispell	Glacier Park International	FCA	#	106,097	17.41%	90,365	
210	205	WI	La Crosse	La Crosse Municipal	LSE	#	105,372	-4.93%	110,837	
211	210	AR	Fort Smith	Fort Smith Regional	FSM	#	102,546	-3.33%	106,079	
212	217	ND	Grand Forks	Grand Forks International	GFK	#	101,239	4.57%	96,818	
213	212	IL	Rockford	Greater Rockford	RFD	#	99,648	-3.87%	103,664	
214	219	TX	Laredo	Laredo International	LRD	#	98,723	5.70%	93,401	
215	206	NY	Elmira	Elmira/Corning Regional	ELM		98,287	-10.22%	109,481	
216	227	NC	Jacksonville	Albert J Ellis	OAJ		94,729	13.62%	83,370	
217	224	PA	State College	University Park	UNV	#	94,427	5.56%	89,450	
218	207	SC	Hilton Head Island	Hilton Head	49J	#	92,729	-13.70%	107,451	

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CY 94 Passenger Boardings For Primary Hub Airports Compared to CY 93

Data Used For Determining FY 1995 and FY 1996 Primary Apportionments
(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 94	CY 93						CY 94	Change	CY 93
→	→	→	→	→	→	→	→	→	→
219	213	CO	Durango	Durango-La Plata County	DRO	#	91,889	-10.58%	102,757
220	218	IA	Sioux City	Sioux Gateway	SUX	#	91,359	-2.69%	93,888
221	226	VA	Lynchburg	Lynchburg Regional/ Preston Glenn Field	LYH	#	91,344	6.39%	85,855
§§									
223	225	TX	College Station	Easterwood Field	CLL		88,130	0.84%	87,392
224	223	WV	Huntington	Tri-State/Milton J Ferguson Field	HTS		87,569	-2.97%	90,252
225	232	OR	Redmond	Roberts Field	RDM	#	87,513	19.10%	73,478
226	221	ND	Minot	Minot International	MOT	#	81,495	-10.44%	90,990
227	228	AK	Kodiak	Kodiak	ADQ		80,396	1.21%	79,434
228	231	TX	Tyler	Tyler Pounds Field	TYR	#	79,944	6.40%	75,135
229	236	WA	Yakima	Yakima Air Terminal	YKM	#	79,822	18.47%	67,375
230	373	TX	Brownsville	Brownsville/ South Padre Island International	BRO		78,502	397.13%	15,791
231	230	IL	Bloomington/Normal	Bloomington/Normal	BMI	#	78,316	3.12%	75,944
232	238	HI	Lanai City	Lanai	LNY		78,241	17.17%	66,773

§§ Ranking numbers are not sequential. Missing numbers indicate airports which enplaned passengers, but are not classified under the statute as primary airports. These include airports that are not publicly owned or those that do not have scheduled service. Examples include military fields with no joint-use agreement in effect, privately owned airports, and airports with no scheduled service. Enplanements for the airports missing from the listing are not included in the Grand Total for Primary Airports.

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CY 94 Passenger Boardings For Primary Hub Airports Compared to CY 93

Data Used For Determining FY 1995 and FY 1996 Primary Apportionments

(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings			
CY 94	CY 93						CY 94	Change	CY 93	
→	→	→	→	→	→	→	→	→	→	→
233	234	NC	New Bern	Craven County Regional	EWN		78,166	14.16%	68,470	
234	245	NM	Farmington	Four Corners Regional	FMN		78,053	20.76%	64,634	
235	239	CA	Arcata/Eureka	Arcata	ACV	#	75,144	12.60%	66,734	
236	240	TX	Abilene	Abilene Regional	ABI		73,819	10.94%	66,538	
237	214	MA	Worcester	Worcester Municipal	ORH	#	72,910	-27.04%	99,931	
238	247	FL	Naples	Naples Municipal	APF	#	72,810	15.79%	62,883	
239	255	SC	Florence	Florence Regional	FLO		70,018	20.31%	58,199	
240	243	CO	Hayden	Yampa Valley	HDN	#	68,415	5.70%	64,725	
241	233	WY	Casper	Natrona County International	CPR	#	67,366	-5.00%	70,910	
242	246	LA	Alexandria	Alexandria Esler Regional	ESF		67,000	5.39%	63,575	
243	242	MD	Salisbury	Salisbury-Wicomico County Regional	SBY		66,803	2.76%	65,006	
244	249	TX	Wichita Falls	Sheppard AFB/Wichita Falls Municipal	SPS		66,704	7.90%	61,822	
245	235	AZ	Yuma	Yuma MCAS/Yuma International	YUM	#	66,690	-2.07%	68,101	
246	220	AZ	Bullhead City	Laughlin/Bullhead International	IFP		65,792	-28.25%	91,695	
248	263	CO	Eagle	Eagle County Regional	EGE	#	64,613	17.78%	54,861	
249	261	ID	Hailey	Friedman Memorial	SUN	#	64,297	14.19%	56,306	
250	241	OK	Lawton	Lawton Municipal	LAW	#	63,812	-3.95%	66,433	
251	253	PA	Reading	Reading Regional/Carl A Spaatz Field	RDG	#	63,680	7.04%	59,492	
252	270	AS	Pago Pago	Pago Pago International	PPG	#	63,337	22.44%	51,730	

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Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings			
CY 94	CY 93						CY 94	Change	CY 93	
→	→	→	→	→	→	→	→	→	→	→
253	237	IA	Waterloo	Waterloo Municipal	ALO	#	62,921	-6.31%	67,158	
254	244	CO	Gunnison	Gunnison County	GUC	#	62,857	-2.88%	64,720	
255	259	AK	Nome	Nome	OME		62,783	10.99%	56,567	
256	248	LA	Lake Charles	Lake Charles Regional	LCH		62,569	1.00%	61,947	
257	251	AK	Kotzebue	Ralph Wien Memorial	OTZ		62,445	2.81%	60,738	
258	252	NC	Greenville	Pitt-Greenville	PGV		61,691	1.76%	60,626	
260	260	MT	Helena	Helena Regional	HLN	#	61,515	8.81%	56,536	
261	256	AK	Sitka	Sitka	SIT		60,412	4.55%	57,781	
262	262	TX	Houston	Ellington Field	EFD		58,938	7.11%	55,028	
263	267	TX	Waco	Waco Regional	ACT		58,824	11.91%	52,565	
264	254	CA	Redding	Redding Municipal	RDD		58,686	-0.38%	58,910	
265	344	UT	Wendover	Wendover	ENV		58,363	155.71%	22,824	
266	275	CA	Santa Maria	Santa Maria Public/ Capt G Allan Hancock Field	SMX		57,801	18.93%	48,601	
267	266	TX	Killeen	Killeen Municipal	ILE	#	56,945	7.76%	52,843	
268	264	OH	Youngstown/Warren	Youngstown-Warren Regional	YNG	#	56,252	5.13%	53,505	
269	257	AL	Dothan	Dothan	DHN		55,878	-2.87%	57,530	
270	250	PR	Isla De Vieques	Antonio Rivera Rodriquez	VQS		52,958	-14.00%	61,578	
271	272	TX	San Angelo	Mathis Field	SJT	#	52,915	4.31%	50,730	

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Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 94	CY 93						CY 94	Change	CY 93
→	→	→	→	→	→	→	→	→	→
272	278	AK	King Salmon	King Salmon	AKN		52,165	13.77%	45,852
273	279	ID	Lewiston	Lewiston-Nez Perce County	LWS	#	50,706	12.86%	44,927
274	281	MA	Vineyard Haven	Marthas Vineyard	MVY		49,847	11.79%	44,589
276	265	MI	Marquette	Marquette County	MQT	#	48,512	-8.30%	52,902
277	271	MS	Columbus/ West Point/ Starkville	Golden Triangle Regional	GTR	#	47,322	-7.23%	51,009
278	284	PA	Williamsport	Williamsport-Lycoming County	IPT		46,361	7.15%	43,267
279	274	NH	Lebanon	Lebanon Municipal	LEB	#	46,204	-5.34%	48,812
280	282	AR	Texarkana	Texarkana Regional-Webb Field	TXK	#	45,855	3.91%	44,128
281	273	MI	Muskegon	Muskegon County	MKG	#	45,849	-8.95%	50,358
282	276	ID	Twin Falls	Twin Falls-Sun Valley Regional	TWF	#	44,783	-2.57%	45,963
283	258	PR	Ponce	Mercedita	PSE	#	43,716	-22.86%	56,673
284	277	AK	Barrow	Wiley Post-Will Rogers Memorial	BRW		42,714	-6.94%	45,898
285	300	MO	Columbia	Columbia Regional	COU		42,245	14.02%	37,051
286	287	CM	Rota Island	Rota International	GRO		42,123	4.57%	40,282
287	280	IA	Dubuque	Dubuque Regional	DBQ	#	41,789	-6.52%	44,702
288	306	WA	Wenatchee	Pangborn Memorial	EAT	#	41,727	23.35%	33,827
289	286	AK	Unalaska	Unalaska	DUT		40,930	1.31%	40,400
290	269	CO	Fort Collins/Loveland	Fort Collins-Loveland Municipal	FNL	#	40,260	-22.46%	51,920

Table B-5

Airport Improvement Program
Fiscal Year 1996

CY 94 Passenger Boardings For Primary Hub Airports Compared to CY 93

Data Used For Determining FY 1995 and FY 1996 Primary Apportionments

(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City		Airport Name		ID	PFC	Passenger Boardings		
CY 94	CY 93								CY 94	Change	CY 93
→	→	→	→	→	→	→	→	→	→	→	→
291	302	CA	Oxnard		Oxnard	OXR		39,807	13.14%	35,184	
292	295	MT	Butte		Bert Mooney	BTM	#	39,472	3.66%	38,080	
293	305	AK	Homer		Homer	HOM		39,400	15.23%	34,192	
295	292	AK	Dillingham		Dillingham	DLG		38,469	-0.92%	38,826	
296	289	GA	Albany		Southwest Georgia Regional	ABY	#	38,389	-2.19%	39,247	
297	303	ID	Pocatello		Pocatello Regional	PIH	#	38,324	11.20%	34,463	
298	285	AZ	Flagstaff		Flagstaff Pulliam	FLG	#	38,281	-8.76%	41,958	
299	293	MO	Joplin		Joplin Regional	JLN		37,957	-1.53%	38,547	
300	290	TX	Longview		Gregg County	GGG		37,752	-3.36%	39,064	
301	268	CO	Steamboat Springs		Steamboat Springs/Bob Adams Field	SBS	#	37,612	-27.77%	52,074	
302	323	CM	Peipeinimaru		West Tinian	TNI		37,581	38.02%	27,229	
303	296	CO	Montrose		Montrose Regional	MTJ	#	37,472	-0.77%	37,762	
304	308	WA	Pullman/Moscow, ID		Pullman/Moscow Regional	PUW	#	37,241	13.28%	32,875	
305	283	WY	Cheyenne		Cheyenne	CYS	#	35,393	-18.76%	43,567	
306	299	NC	Hickory		Hickory Regional	HKY		35,351	-4.83%	37,144	
307	317	AK	Valdez		Valdez	VDZ		35,329	24.51%	28,374	
308	298	WV	Parkersburg		Wood County Airport Gill Robb Wilson Field	PKB		34,483	-7.63%	37,331	
309	309	MD	Hagerstown		Washington County Regional	HGR		33,958	8.87%	31,191	

Table B-5

Airport Improvement Program
Fiscal Year 1996

CY 94 Passenger Boardings For Primary Hub Airports Compared to CY 93

Data Used For Determining FY 1995 and FY 1996 Primary Apportionments

(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings			
CY 94	CY 93						CY 94	Change	CY 93	
→	→	→	→	→	→	→	→	→	→	→
310	291	KY	Paducah	Barkley Regional	PAH	#	33,155	-14.71%	38,875	
311	294	IL	Decatur	Decatur	DEC		32,117	-16.06%	38,264	
312	338	PR	Isla De Culebra	Culebra	CPX		31,506	35.61%	23,232	
313	304	NY	Jamestown	Chautauqua County/Jamestown	JHW	#	31,294	-9.06%	34,411	
314	312	WI	Rhineland	Rhineland-Oneida County	RHI	#	31,139	4.93%	29,677	
315	297	PR	Mayaguez	Eugenio Maria De Hostos	MAZ		30,477	-18.66%	37,469	
316	322	NM	Roswell	Roswell Industrial Air Center	ROW		30,189	10.25%	27,382	
317	328	UT	St George	St George Municipal	SGU		29,965	15.29%	25,991	
318	320	FL	Marathon	Marathon	MTH	#	29,758	5.58%	28,184	
319	329	IL	Chicago	Merrill C Meigs	CGX		28,147	8.42%	25,961	
320	325	MI	Pellston	Pellston Regional Airport of Emmet County	PLN	#	28,142	5.19%	26,753	
321	310	GA	Macon	Middle Georgia Regional	MCN		27,678	-8.62%	30,288	
322	315	IA	Burlington	Burlington Municipal	BRL		27,672	-4.56%	28,993	
323	229	WA	Port Angeles	William R Fairchild International	CLM	#	27,660	-64.51%	77,940	
324	307	AK	Deadhorse	Deadhorse	SCC		27,388	-18.23%	33,492	
325	326	SD	Aberdeen	Aberdeen Regional	ABR		27,093	2.25%	26,498	
326	311	PA	Lancaster	Lancaster	LNS	#	26,969	-10.36%	30,086	
327	316	PA	Latrobe	Westmoreland County	LBE		26,903	-6.66%	28,824	

Table B-5

Airport Improvement Program
Fiscal Year 1996

CY 94 Passenger Boardings For Primary Hub Airports Compared to CY 93

Data Used For Determining FY 1995 and FY 1996 Primary Apportionments

(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 94	CY 93						CY 94	Change	CY 93
→	→	→	→	→	→	→	→	→	→
328	301	CA	Santa Rosa	Sonoma County	STS	#	26,681	-25.28%	35,707
329	331	PA	Johnstown	Johnstown-Cambria County	JST	#	26,607	5.42%	25,240
330	332	CO	Telluride	Telluride Regional	TEX	#	26,548	6.77%	24,864
331	314	NY	Utica	Oneida County	UCA		26,342	-9.65%	29,154
332	319	ME	Presque Isle	Northern Maine Regional Airport at Presque Isle	PQI		26,176	-7.28%	28,231
333	327	WI	Eau Claire	Chippewa Valley Regional	EAU		25,709	-1.15%	26,009
334	340	PR	San Juan	Fernando Luis Ribas Dominicci	SIG		24,759	8.10%	22,903
335	288	CT	Bridgeport	Igor I Sikorsky Memorial	BDR		24,650	-38.52%	40,095
336	335	PA	Altoona	Altoona-Blair County	AOO	#	24,428	2.85%	23,752
337	321	WV	Morgantown	Morgantown Municipal-Walter L Bill Hart Field	MGW	#	24,292	-13.79%	28,179
338	334	MS	Meridian	Key Field	MEI	#	24,270	-1.39%	24,613
340	333	AK	Skagway	Skagway	SGY		23,662	-4.11%	24,676
341	349	CA	Inyokern	Inyokern	IYK	#	23,572	16.38%	20,255
342	348	WA	Walla Walla	Walla Walla Regional	ALW	#	23,108	13.92%	20,284
343	330	NC	Kinston	Kinston Regional Jetport at Stallings Field	ISO		22,741	-12.24%	25,914
344	324	MS	Tupelo	Tupelo Municipal-C D Lemons	TUP	#	22,376	-16.65%	26,846
345	350	AK	Haines	Haines	HNS		22,102	10.09%	20,076

Table B-5

Airport Improvement Program
Fiscal Year 1996

CY 94 Passenger Boardings For Primary Hub Airports Compared to CY 93

Data Used For Determining FY 1995 and FY 1996 Primary Apportionments

(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City		Airport Name		ID	PFC	Passenger Boardings		
CY 94	CY 93								CY 94	Change	CY 93
→	→	→	→	→	→	→	→	→	→	→	→
346	383	CA	Carlsbad		Mc Clellan-Palomar	CRQ		21,862	50.19%	14,556	
347	356	OR	Klamath Falls		Klamath Falls International	LMT		21,593	15.99%	18,617	
348	339	GA	Brunswick		Glynco Jetport	BQK		21,453	-6.49%	22,941	
349	336	CA	Modesto		Modesto City-County- Harry Sham Field	MOD	#	21,298	-10.18%	23,712	
350	344	PA	Du Bois		Du Bois-Jefferson County	DUJ	#	21,015	-2.76%	21,611	
351	347	MN	Bemidji		Bemidji-Beltrami County	BJI		20,988	0.44%	20,897	
352	354	TX	Victoria		Victoria Regional	VCT	#	20,881	7.12%	19,494	
353	342	NE	Grand Island		Central Nebraska Regional	GRI		20,850	-5.13%	21,978	
354	337	KS	Manhattan		Manhattan Municipal	MHK		20,848	-10.61%	23,323	
355	357	MI	Hancock		Houghton County Memorial	CMX	#	20,735	11.63%	18,574	
356	346	WV	Clarksburg		Benedum	CKB	#	20,616	-4.14%	21,507	
357	468	AS	Fitiuta Village		Fitiuta	FAQ		20,333	190.26%	7,005	
359	341	NE	Scottsbluff		William B Heilig Field	BFF		19,953	-11.19%	22,468	
360	367	AK	Cordova		Merle K (Mudhole) Smith	CDV		19,906	16.35%	17,108	
361	363	OR	North Bend		North Bend Municipal	OTH	#	19,885	12.43%	17,686	
362	384	NC	Southern Pines		Moore County	SOP		19,682	36.98%	14,369	
363	374	MI	Escanaba		Delta County	ESC	#	19,404	22.93%	15,784	
364	362	GA	Valdosta		Valdosta Regional	VLD	#	19,314	7.18%	18,020	

Table B-5

Airport Improvement Program
Fiscal Year 1996

CY 94 Passenger Boardings For Primary Hub Airports Compared to CY 93

Data Used For Determining FY 1995 and FY 1996 Primary Apportionments

(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City		Airport Name		ID	PFC	Passenger Boardings			
CY 94	CY 93								CY 94	Change	CY 93	
→	→	→	→	→	→	→	→	→	→	→	→	→
365	526	NV	Las Vegas		North Las Vegas Air Terminal	VGT		19,101	335.80%	4,383		
366	379	AZ	Page		Page Municipal	PGA		19,067	26.00%	15,133		
367	345	WY	Gillette		Gillette-Campbell County	GCC	#	18,828	-12.66%	21,557		
368	351	MN	International Falls		Falls International	INL	#	18,768	-5.79%	19,922		
370	371	CT	Groton/New London		Groton-New London	GON		18,151	11.78%	16,238		
371	541	TX	Houston		Sugar Land Municipal/Hull Field	SGR		18,093	383.00%	3,746		
372	360	IA	Mason City		Mason City Municipal	MCW		18,054	-2.51%	18,519		
373	366	AK	Petersburg		Petersburg	PSG		17,646	2.92%	17,146		
374	361	CA	Palmdale		Palmdale Production Flight/ Test Installation-AF Plant 42	PMD		17,466	-4.42%	18,273		
375	378	IL	Quincy		Quincy Municipal Baldwin Field	UIN	#	17,205	12.19%	15,335		
376	359	WY	Cody		Yellowstone Regional	COD		17,192	-7.27%	18,540		
377	313	CO	Pueblo		Pueblo Memorial	PUB	#	17,113	-42.20%	29,606		
378	355	WY	Sheridan		Sheridan County	SHR		17,026	-9.02%	18,715		
379	375	MA	New Bedford		New Bedford Regional	EWB		16,968	8.61%	15,623		
380	353	IN	Lafayette		Purdue University	LAF		16,859	-14.03%	19,610		
381	358	WY	Riverton		Riverton Regional	RIW	#	16,852	-9.11%	18,542		
383	391	WV	Lewisburg		Greenbrier Valley	LWB		16,408	22.87%	13,354		
384	388	NC	Rocky Mount		Rocky Mount-Wilson	RWI		16,214	17.54%	13,795		

Table B-5

Airport Improvement Program
Fiscal Year 1996

CY 94 Passenger Boardings For Primary Hub Airports Compared to CY 93

Data Used For Determining FY 1995 and FY 1996 Primary Apportionments

(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings			
CY 94	CY 93						CY 94	Change	CY 93	
→	→	→	→	→	→	→	→	→	→	→
385	400	WA	Friday Harbor	Friday Harbor	FHR		16,106	26.88%	12,694	
386	370	SD	Pierre	Pierre Regional	PIR		16,045	-4.42%	16,787	
387	382	PA	Bradford	Bradford Regional	BFD	#	15,972	8.02%	14,786	
388	380	GA	Athens	Athens/Ben Epps	AHN		15,964	6.73%	14,958	
389	343	KS	Topeka	Forbes Field	FOE		15,913	-26.42%	21,628	
390	393	AK	Metlakatla	Metlakatla	MTM		15,871	21.12%	13,103	
391	397	OH	Port Clinton	Carl R Keller Field	PCW		15,671	20.91%	12,961	
392	368	NY	Plattsburgh	Clinton County	PLB	#	15,641	-7.43%	16,896	
394	401	MS	Greenville	Mid Delta Regional	GLH		15,480	22.08%	12,680	
395	318	NH	Portsmouth	Pease International Tradeport	PSM		15,012	-46.97%	28,307	
396	398	CA	Chico	Chico Municipal	CIC	#	14,842	15.03%	12,903	
398	392	IL	Marion	Williamson County Regional	MWA		14,659	11.40%	13,159	
399	376	MN	Hibbing	Chisholm-Hibbing	HIB		14,640	-6.11%	15,592	
401	402	CA	Imperial	Imperial County	IPL		14,426	13.89%	12,667	
402	372	KY	Owensboro	Owensboro-Daviess County	OWB		14,354	-11.03%	16,133	
403	386	WY	Rock Springs	Rock Springs-Sweetwater County	RKS	#	14,351	0.65%	14,259	
404	377	MN	Brainerd	Brainerd-Crow Wing County Regional	BRD	#	14,303	-7.31%	15,431	
405	352	CA	Stockton	Stockton Metropolitan	SCK		14,256	-27.80%	19,746	
406	786	MN	St Paul	St Paul Downtown Holman Field	STP		14,125	2079.78%	648	

Table B-5

Airport Improvement Program
Fiscal Year 1996

CY 94 Passenger Boardings For Primary Hub Airports Compared to CY 93

Data Used For Determining FY 1995 and FY 1996 Primary Apportionments

(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City		Airport Name		ID	PFC	Passenger Boardings		
CY 94	CY 93								CY 94	Change	CY 93
→	→	→	→	→	→	→	→	→	→	→	→
407	365	NC	Winston Salem		Smith Reynolds	INT		13,718	-21.52%	17,480	
408	407	AK	Gustavus		Gustavus	GST		13,564	13.68%	11,932	
409	364	NE	North Platte		North Platte Regional	LBF		13,536	-23.02%	17,583	
412	406	AK	Aniak		Aniak	ANI		13,294	10.69%	12,010	
413	399	AZ	Prescott		Ernest A Love Field	PRC		13,214	2.51%	12,891	
416	415	AK	Yakutat		Yakutat	YAK		12,510	21.36%	10,308	
417	394	AK	Cold Bay		Cold Bay	CDB		12,373	-5.16%	13,046	
418	389	AZ	Lake Havasu City		Lake Havasu City	HII		12,137	-9.61%	13,428	
419	387	AL	Tuscaloosa		Tuscaloosa Municipal	TCL		12,092	-15.08%	14,239	
421	411	AK	St Mary's		St Mary's	KSM		11,503	3.11%	11,156	
422	396	AZ	Fort Huachuca/ Sierra Vista		Libby AAF/Sierra Vista Municipal	FHU		11,501	-11.41%	12,983	
423	438	OR	Pendleton		Eastern Oregon Regional at Pendleton	PDT		11,347	16.36%	9,752	
424	443	MA	Provincetown		Provincetown Municipal	PVC		11,306	23.48%	9,156	
425	412	NM	Carlsbad		Cavern City Air Terminal	CNM		11,291	1.53%	11,121	
426	409	RI	Westerly		Westerly State	WST		11,115	-5.44%	11,755	
428	410	RI	Block Island		Block Island State	BID		11,080	-3.57%	11,490	
429	404	MI	Iron Mountain/ Kingsford		Ford	IMT	#	10,977	-9.66%	12,151	
430	381	AK	Wrangell		Wrangell	WRG		10,945	-26.17%	14,825	

Table B-5

Airport Improvement Program
Fiscal Year 1996

CY 94 Passenger Boardings For Primary Hub Airports Compared to CY 93

Data Used For Determining FY 1995 and FY 1996 Primary Apportionments

(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 94	CY 93						CY 94	Change	CY 93
→	→	→	→	→	→	→	→	→	→
431	405	MD	Cumberland	Greater Cumberland Regional	CBE	#	10,910	-9.31%	12,030
432	403	VA	Staunton/Waynesboro/ Harrisonburg	Shenandoah Valley Regional	SHD		10,512	-16.41%	12,575
434	444	WY	Laramie	Laramie Regional	LAR		10,226	12.09%	9,123
435	416	NM	Santa Fe	Santa Fe County Municipal	SAF		10,204	0.28%	10,176
436	489	NM	Gallup	Gallup Municipal	GUP		10,192	76.45%	5,776
437	516	MN	St Cloud	St Cloud Municipal	STC		10,156	119.21%	4,633
438	439	MI	Sault Ste Marie	Chippewa County International	CIU		10,136	4.17%	9,730
439	414	IA	Fort Dodge	Fort Dodge Regional	FOD	#	10,059	-4.99%	10,587
440	451	HI	Hana	Hana	HNM		10,050	20.59%	8,334
Subtotal Nonhub Airports							20,396,930		
Grand Total							571,852,111	8.46%	527,257,673 ^{***}

*** The Total CY 93 Passenger Boardings Amount shown is not the sum of the above totals for the airports listed. Some airports shown in the CY 94 tabulation were not Primary Hub Airports in CY 93.

Table B-5

Airport Improvement Program
Fiscal Year 1996

CY 94 Passenger Boardings For Primary Hub Airports Compared to CY 93

Data Used For Determining FY 1995 and FY 1996 Primary Apportionments

(Airports Imposing PFC on October 1, 1995, Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings												
CY 94	CY 93						CY 94	Change	CY 93										
✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈
Primary in CY 93, but not in CY 94																			
445	385	NY	Niagara Falls	Niagara Falls International	IAG		9,404	-34.49%	14,355										
446	413	PA	Franklin	Chess-Lamberton	FKL		9,356	-12.03%	10,635										
447	417	AK	Hoonah	Hoonah	HNH		9,266	-7.79%	10,049										
450	408	WI	Oshkosh	Wittman Regional	OSH		8,980	-23.96%	11,810										
454	152	MI	Detroit	Detroit City	DET		8,645	-96.54%	250,141										
458	395	FL	Miami	Watson Island International	X44		8,357	-35.93%	13,044										
466	369	CA	South Lake Tahoe	Lake Tahoe	TVL	#	7,765	-53.86%	16,830										
991	390	NY	New York	East 34th Street	6N5		99	-99.26%	13,380										

Table B-6

Airport Improvement Program

Fiscal Year 1996

Department of Defense Base Realignment and Closure (BRAC)

Fiscal Years 1988, 1991, 1993, and 1995

Status of Transition of Military Airfields To Civil Airports

#	Military Name	Location	Closure Approved	Mission Move	Civilian Name	Location ID
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Former Military Airfields Now Operated As Civil Airports

Military Airport Property Transferred to Civil Sponsor by Deed

1	Fritzsche AAF	Marina, CA	91	95	Marina Municipal	OAR
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Military Airport Property Transferred to Civil Sponsor by Long-Term Lease

2	Williams AFB	Phoenix, AZ	91	93	Williams Gateway	IWA
3	Chanute AFB	Rantoul, IL	88	93	Rantoul National Aviation Center	215
4	Pease AFB	Portsmouth, NH	88	91	Pease International Tradeport	PSM
5	Myrtle Beach AFB	Myrtle Beach, SC	91	93	Myrtle Beach Jetport	MYR
6	Eaker AFB	Blytheville, AR	91	92	Arkansas International	BYH
7	George AFB	Victorville, CA	88	92	Southern California International	VCV
8	Norton AFB	San Bernardino, CA	88	94	San Bernardino International	SBD
9	Agana NAS	Agana, GU	93	98	Guam International	GUM
10	Wurtsmith AFB	Oscoda, MI	91	93	Oscoda-Wurtsmith	OSC
11	Rickenbacker AFB	Columbus, OH	91	94	Rickenbacker International	LCK
12	England AFB	Alexandria, LA	91	93	Alexandria International	AEX
13	Richards-Gebaur AFRB	Kansas City, MO	91	94	Richards-Gebaur Memorial	GVW
14	Mather AFB	Sacramento, CA	88	93	Mather Field	MHR
15	Bergstrom AFB	Austin, TX	91	93	Austin-Bergstrom International	BSM
16	Castle AFB	Merced, CA	91	95	Castle Airport	MER
17	Memphis NAS	Millington, TN	93	95	Millington Municipal	NOA

Military Airport Property Transferred to Civil Sponsor by Joint-Use Agreement

18	Homestead AFB	Homestead, FL	93	94	Dade County-Homestead Regional	HST
19	March AFB	LA/Riverside, CA	93	96		RIV

Former Military Assets Which May be Transferred for Civil Use

Military Airport Property Expected to be Transferred to Civil Sponsor-Planning Underway

20	Barbers Point NAS	Oahu, HI	93	97	(Expected to be named Kalaeloa)	NAX
21	Tipton AAF	Odenton, MD	88	95		FME
22	Reese AFB	Lubbock, TX	95	97		REE
23	Cecil Field NAS	Jacksonville, FL	93	98		NZC
24	K.I. Sawyer AFB	Gwinn, MI	93	95		SAW
25	Plattsburgh AFB	Plattsburgh, NY	93	95		PBG

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Table B-6

Airport Improvement Program

Fiscal Year 1996

Department of Defense Base Realignment and Closure (BRAC)

Fiscal Years 1988, 1991, 1993, and 1995

Status of Transition of Military Airfields To Civil Airports

#	Military Name	Location	Closure Approved	Mission Move	Civilian Name	Location ID
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**Former Military Assets Which May be
Transferred for Civil Use**

**Military Airport Property that could be Transferred
to Civil Sponsor-Planning Underway**

26	El Toro MCAS	Santa Ana, CA	93	97		NZJ
27	Griffiss AFB	Rome, NY	93	95		RME
28	Dallas NAS	Ft. Worth, TX	93	95		NBE
29	Mc Clellan AFB	Sacramento, CA	95	00		MCC
30	Seneca Army Depot	Romulus, NY	95	00		SSN

Other Military Assets-Possible Civil Need-Planning Underway

31	Adak NAS	Adak Island, AK	95	98		ADK
32	Warminster NADC	Philadelphia, PA	91	94		NJP
33	Calverton Naval Weapons Industrial Reserve Plant	Calverton, NY	N/A		Surplused by Special Legislation	

Military Airfields with Potential for Joint Civil/Military Use

34	Grissom AFB	Peru, IN	91	94		GUS
35	Blackstone AAF	Blackstone, VA	95	97		BKT
36	Kelly AFB	San Antonio, TX	95	99		SKF
37	Malmstrom AFB	Great Falls, MT	95			GFA

Excess Military Property Near By, Adjacent to, or on Civil Airports

38	Adjacent Property	300 acres			Chicago O'Hare International	ORD
39	Adjacent Property	800 acres			Orlando International	MCO
40	Adjacent Property	50 acres			Orlando Executive	ORL
41	Adjacent Property	67 acres-13 for Airport Use			Mercer County Airport	TTN
42	VOR NAVID Site	164 acres			Libertyville Site, Vernon Hills, IL	OBK
43	Property On Airport	8 acres			Ontario International	ONT
44	Camp Nimitz	109 acres			NTC San Diego	SAN

Excess Military Assets Whose Status has Changed

45	Moffett NAS	San Jose, CA	91	94	Transferred to NASA	NUQ
46	Carswell JRB	Fort Worth, TX	91	NA	Closure rescinded-to remain Navy	NFW
47	MacDill AFB	Tampa, FL	91	NA	Closure rescinded-to remain Air Force	MCF
48	Midway NAF	Midway Island	93	NA	Transferred to Army control	MDY

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